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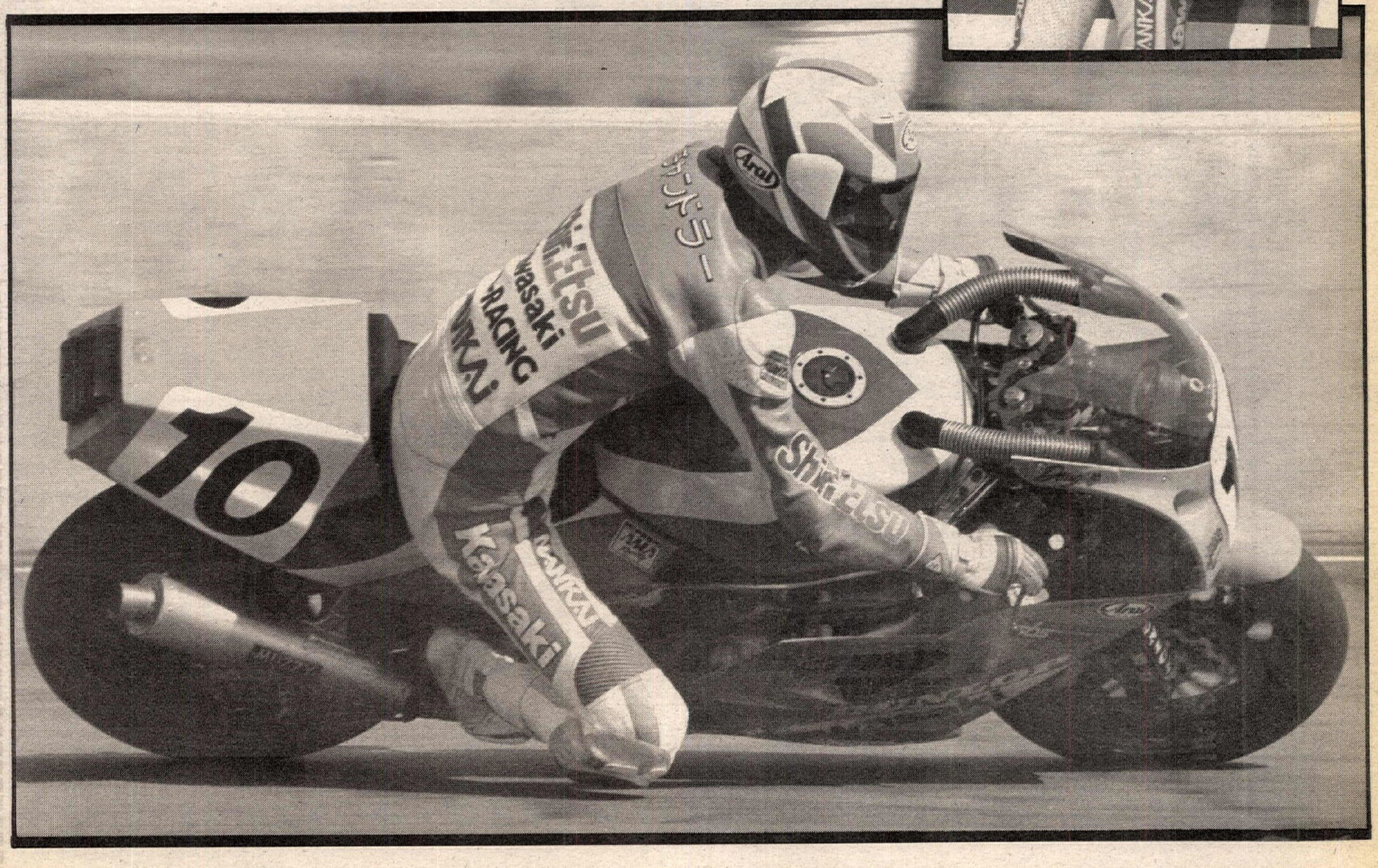

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Host country **Sweden** won both the Trophy and Junior World team competition at the September 3-8 **International Six Days Enduro** in Vasteras, Sweden. Sweden's 637.38 points bested Finland's 3329.02 and France's 4043.54 in the Trophy ranks, while Sweden's 3611.07 bested West Germany's 5884.94 and France's 6351.42 in the Junior World competition. The U.S. Junior World team finished fourth with 6654.73 points, while the U.S. Trophy team wound up 12th. The only American riders to earn golds were **Kevin Hines** (KTM) in the 250cc Trophy class, and **Kelby Pepper** (Kaw) and **Jimmy Lewis** (KTM) in the 125cc Trophy class.

Raymond Roche (Duc) extended his points lead with a pair of wins in round nine of the World Championship Superbike Road Race Series at Le Mans, France, September 9. Roche's teammate, American **Jamie James**, finished second in race one, but crashed unhurt out of race two. Fabrizio Pirovano (Yam) finished second in race two after retiring in race one, while Stephane Mertens (Hon) was third in both legs. Roche now leads Mertens in the point standings, 293 to 238.

The September 9 **Syracuse Mile** round of the Camel Pro Series was **rained out**. There are just three rounds remaining in the series — the San Jose Mile on September 16, the Ascot Half Mile on September 29 and the Sacramento Mile on October 6 — and defending champ Scott Parker holds a slim 10-point lead over Chris Carr.

Despite a pair of crashes which eliminated them from the three-hour AMA/CCS EBC Brakes Endurance Challenge at Heartland Park Topeka in Topeka, Kansas, September 8, **Dutchman Racing's Dale Quarterley** and **Tom Kipp** clinched the series championship. The duo's 112-point total is now out of reach of second-place Dutchman II's 67 points, with two rounds remaining in the series. The race was won by The Human Race Team's Fritz Kling and Tatsuro Arata (Yam), with Boulder Yamaha Racing's John Hopperstad and Danny Walker (Yam) second and Team Mad Dog's Michael Barnes, Larry Schwartzbach and Mike Harth (Yam) third. Team Toomer Too's Jeff Farmer and Michael Taylor (Yam) topped the GTU class.

The team of **Danny Hamel, Danny Anderson** and **Daryl Folks** (KTM) topped the September 9 Nevada 500 held in Pahrump, Nevada. The trio completed the race in nine hours and 46 minutes, finishing more than 20 minutes ahead of runners-up Jeff Phillips, Floyd Bradley and Scot Glimp (KTM).

Jimmy Filice, the 1988 U.S. GP 250cc winner, returned to Laguna Seca Raceway on August 30, for his first road race test session since an automobile accident sidelined him back in January. "I feel really good," said Filice after his first dozen laps. Filice said the period of inactivity "was all just like a bad dream, but I'm back."

Rick Johnson (Hon) was the winner of the September 7 Dutch Supercross held in Nijmegen, Holland. Jeff Stanton (Hon) was second and John Van den Berk (Suz) third.

Recently-crowned 125cc MX World Champion **Donny Schmit** (Suz) topped John Van den Berk (Suz) and Stefan Everts (Suz) at the September 9 Belgium Supercross held in Olmen, Belgium.

Join Papa Wealey, Smitty and the rest of the folks from *Cycle News* at the **Cycles News Dual Sport Jamboree**, presented by California Trail Rides, on Sunday, September 23. The AMA District 37 dual sport poker run starts in the Barton Flats area of southern California's San Bernardino National Forest. There'll be a 100-mile loop for beginner/novice riders, two-up entries and big twins, as well as an additional 50-mile loop (150 miles total) of challenging riding that is recommended for experienced riders only. After the ride there'll be a free barbeque for all entrants (nominal charge for non-entrants), plus tons (okay, make that many pounds) of prizes that will be presented to participants. For more information, call 213/867-7429.

Kawasaki will sponsor three days of American Historic Racing Motorcycle Association (AHRMA)-sanctioned vintage trials, motocross and road racing in **Steamboat Springs**, Colorado, on September 13-15. Kawasaki will award a helmet to the Sportsman 500 class road race winner, a jacket to the Vet Amateur MX winner, a riding suit to the Rigid B Trials winner, and a set of leathers to a non-racing AHRMA member. The annual Steamboat Springs vintage races are produced by the Timberline Trailriders, the Motorcycle Roadracing Association (MRA) and AHRMA; for more information call 412/627-4692 or 814/778-2291.

Honda of Atlanta (Georgia) is looking to sponsor a few local MXers. Interested riders should send a resume to P.O. Box 1674, Tucker, GA 30085, or deliver them in person during the shop's open house on September 14-15; the address is 4230 Buford Highway in Atlanta.

American Honda and Atlanta-area Honda dealers are sponsoring a **Funday** at Honda's New Rider Training Facility in Alpharetta, Georgia, on September 16. Free demo rides on Honda dirt bikes are available; for more information, consult an Atlanta-area Honda dealer.

The Honda Hawk Pro Twins road racer campaigned by **Two Brothers Racing's Kevin Erion** is featured in Porteous Fastener Company's (PFC) new national advertising campaign. PFC says Two Brothers Racing was selected for their "extremely high recognition factor in the burgeoning sport of motorcycle road racing in the United States" and "their high performance, quality image, coupled with increased media and television exposure of road racing." PFC is an importer of industrial fasteners.

For those of you who plan ahead, the 1991 **Isle of Man TT** road races will take place June 1-7. The Formula 1 race will be conducted on Saturday, June 1, the Junior TT on Wednesday, June 5, and the Senior TT on Friday, June 7.

TravelStar, the Naples, Florida-based travel agent, is offering special rates on hotel rooms and condos for the October 27-28 AMA/CCS **Race of Champions** at Daytona International Speedway in Daytona Beach, Florida; call 800/541-1223.

The **National Handicap Motorcyclist Association** will host a rally at the Rochester Rotary Sunshine Camp in Rush, New York, on September 14-16; for reservations call 718/565-1243.

North Hollywood, California-based Rick Cole Auctions will present the **Rick Cole Classic Motorcycle Auction** at the Palm Springs Convention Center, on Saturday, November 17, in Palm Springs, California, in conjunction with the weekend's vintage auto races; for consignment or event information call 818/506-6533.

Speaking of auctions, Cole recently held the Monterey Auto Auction where a Harley-Davidson previously owned by movie star **Sylvester Stallone** was sold to a Japanese buyer for $25,000.

RESIGNED: Ken Reid as director of

Continued on page 4

Barstow-to-Vegas canceled

Sports Committee District 37 AMA, Inc. has canceled its plans to conduct this year's annual Thanksgiving weekend Barstow-to-Vegas Hare and Hound race.

In a press release dated September 6, Tom Getzfrid, 1990 Barstow-to-Vegas chairman, stated that District 37 believes unsubstantiated and prejudiced statements made by the Bureau of Land Management (BLM) in the Environmental Statement (EA) along with election year pressure precludes the timely issuance of an event permit regardless of actions taken or resources expended by the District.

Events that led District 37 to this decision started with the BLM taking from December, 1989, until March, 1990, to deny a legal request for an event permit, and in doing so BLM violated the California Desert Plan. Resolution of this illegal action consumed three additional months and considerable resources. A final shot was the release of an EA, six months late, which implied that a decision had already been made through the use of biased words (i.e. potential, possible, and may), and which failed to recognize significant changes made by District 37 to address environmental concerns. The District's board of directors consider these actions a breach of faith and feel that there is now insufficient time to complete all the tasks that would insure a responsible event for 1990. Sports Committee District 37 says it will not allow itself to again be criticized for poor management as it was in 1989 due to changes forced upon it at the 11th hour while the permit was "being held hostage."

District 37 feels that the injustice of the BLM's current actions, bolstered by the so-called environmentalists' desire to never offer an alternative to B-to-V has totally frustrated their attempt to conduct a responsible event, has created an atmosphere of distrust and places the responsibility for any protest rides on the BLM.

This Thanksgiving weekend, District 37 will conduct, as planned, its dual-sport and road rides, and encourages its members to participate in these legal events.

District 37 intends to proceed with actions required to obtain a permit for a 1991 Barstow-to-Vegas race.

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ON THE FRONT PAGE:

Doug Chandler earned his first-ever AMA National Championship Superbike Road Race Series title at Heartland Park Topeka in Kansas. Photos by Werner Fritz.

CYCLE NEWS

America's weekly motorcycle newspaper

Volume XXVII

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Cycle News (USPS 141-340) is published weekly except the last two weeks of the calendar year for $50.00 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90806. Second class postage paid at Long Beach, CA.

POSTMASTER: Send address changes to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.

To determine the expiration date of your subscription, check the four numbers on the first line of your address label. The first two digits indicate the last issue number you'll receive and the last two characters indicate the year of the last issue.

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VOICES Letters to the editor

More praise for The Man

I attended the U.S. 500cc MX GP at the Glen Helen ORV Park. I have attended several other Grand Prix and National MX races but have never witnessed one better organized, planned, and executed. Each and every event started and ended exactly on schedule. Sensible track watering and grooming allowed the spectators to enjoy a truly magnificent day of racing without having to put up with dust. My father, who was visiting from New York State and had never seen a Grand Prix before, and I had a wonderful time. We want to say thank you to Roger DeCoster for all his hard work at making this such a successful event, and for coming to the rescue of outdoor MX in this country.

Dave Gaul
San Diego, CA

Immune from criticism?

I am tired of people saying that because Freddie Spencer was a double World Champion, he should be immune from criticism. No one is in any way demeaning his accomplishments; they speak for themselves. What people are saying is that his behavior when he says he will race is unacceptable. Showing up overweight, out of shape, and not ready to race is not excused by his former standing. He is letting down fans and failing to meet professional obligations to his sponsors and bike supplier. What would happen to any other racer if he pulled the same stunts that Spencer has?

Randy Townsend
Redlands, CA

Just in time

My wife and I would like to say thank you to the Illinois Motorcycle Dealers Association for the raffle at the Labor Day weekend Springfield Mile.

We had discussed purchasing a new helmet for my wife on the ride to Springfield; her old helmet wasn't very comfortable and she needed a helmet with a visor that would open easily and stay put.

We bought six raffle tickets for $5 and were the holders of one of the first 10 tickets called. The 10 of us had first choice of all the raffle items displayed and my wife chose a Bell helmet. Thanks, IMDA.

We would also like to thank R.J. Reynolds and everyone else involved in making the Camel Pro Series dirt track events such a great and enjoyable time, and hope that they go on for many more years to come.

Pam and Mike Grieff
Coal City, IL

Where should I go?

I am an avid race fan and motocross, desert and hare scrambles racer. I have recently entered Pepperdine University and am suffering from a severe case of the nowhere-to-ride blues. Could you please inform me as to the whereabouts of any location in the Malibu area where I can ride and race?

Sammy Joeckel
Malibu, CA

Not having rubbed elbows with any of the celebrities who call Malibu home, all we can suggest is that you check out our weekly Calendar section listings and event ads for information on races in the southern California area. Malibu is part of the greater Los Angeles area and you'll soon learn that "local" tracks might be as far as 100 miles from the Pepperdine campus . . . Editor.

Come to think of it

I am of the opinion that what the Barstow-to-Vegas race needs is a corporate sponsor. Maybe a major S&L. That way our dear California Senator Cranston would surely back it.

DeWayne Stark
El Toro, CA

RIP, Roxy

I was stunned by the phone call from California. Roxy had left us. I honestly can't say when or where we first met. It was at a motorcycle race, that I do know. It seems like I've known him forever.

We talked on the phone not long ago, mainly about his business and his life away from the race tracks. We were going to meet at Ascot the end of this month. His "swan song," he called it.

I planned to fly across the country, largely to hear Roxy in action one more time. Now it won't happen, so I've made other plans for that weekend.

I remember how I used to look forward to Daytona each year, with Roxy and the Webco radio show at the Hawaiian Inn a highlight of my Speed Week. Roxy would call me early, reminding me to make my hotel reservation, "and be sure to stay at Hawaiian Inn." Then Bob Hughes and Tom Heininger shut Webco down, and "The Roxy Rockwood Show" wasn't quite the same. Then one year the radio show was gone, and for me Daytona wasn't quite the same.

We never took that ride through the desert and down into Baja, old buddy. Maybe in another world. Rest in peace.

Bob Sinclair
Orange, CT

Sinclair is the chairman and CEO of Saab Cars USA, Inc. . . . Editor.

Letters to the editor should be sent to: Voices, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing.

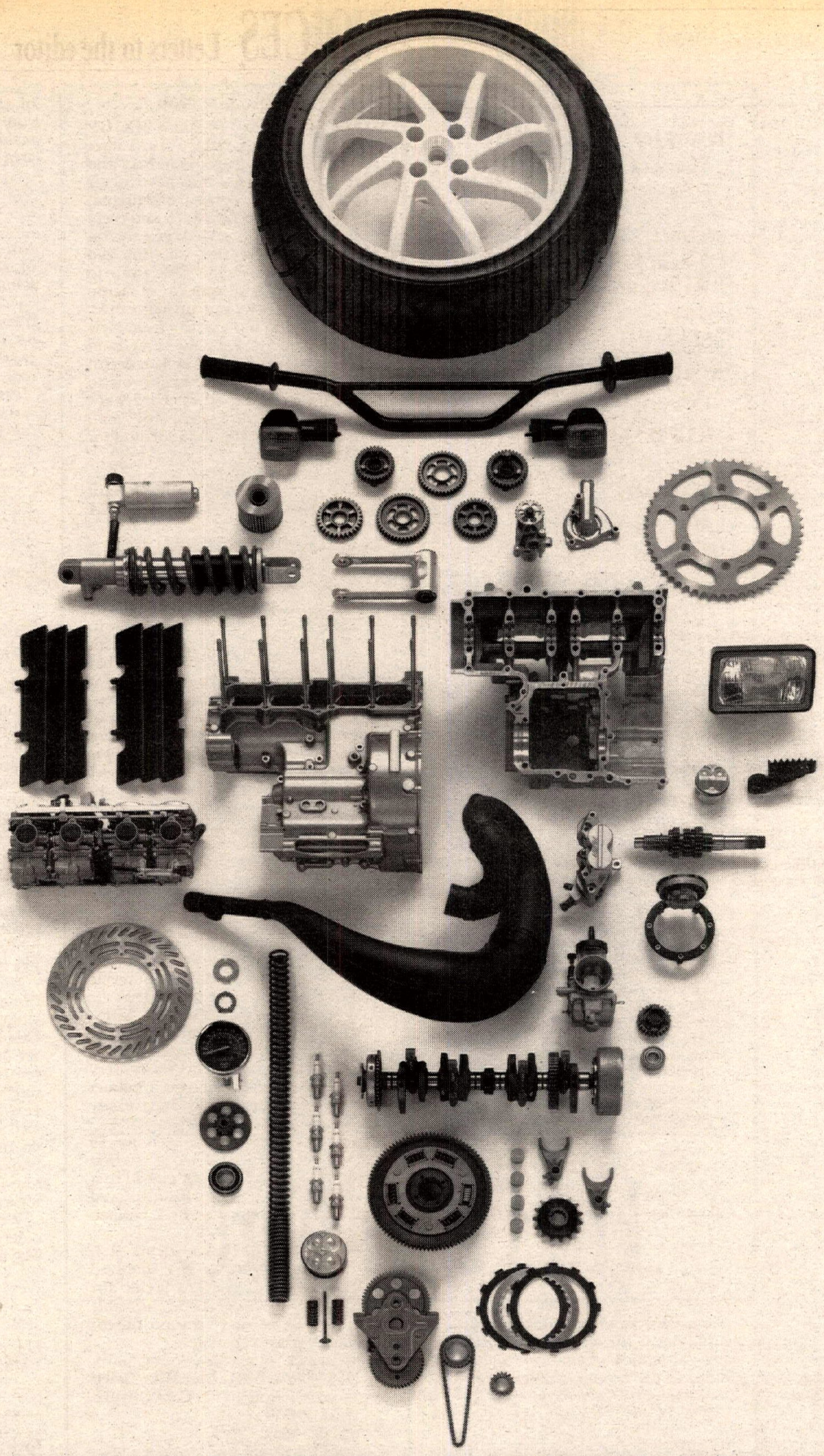
IN THE WIND By Papa Wealey

Continued from page 3

the American Motorcycle Heritage Foundation. Reid's duties included serving as head of the newly opened Motorcycle Heritage Museum in Westerville, Ohio.

RECUPERATING: Glenn Linnet, a 250cc Intermediate class rider and former mechanic for Scott Manning and Mike Bieir, from a broken lower right leg suffered in a practice session at southern California's DeAnza Cycle Park. Cards and letters can be sent to 4186 3rd Ave., San Bernardino, CA 92407.

FORMED: Hoss Power, a business specializing in race set-up and general repairs, by Jerry "Hoss" Ireland, former factory mechanic for motocrossers Jim Holley, Bobby Moore and Mike Bieir; 1353 Unit P, Inyo Kern Rd., Ridgecrest, CA 93555, 619/446-1561.



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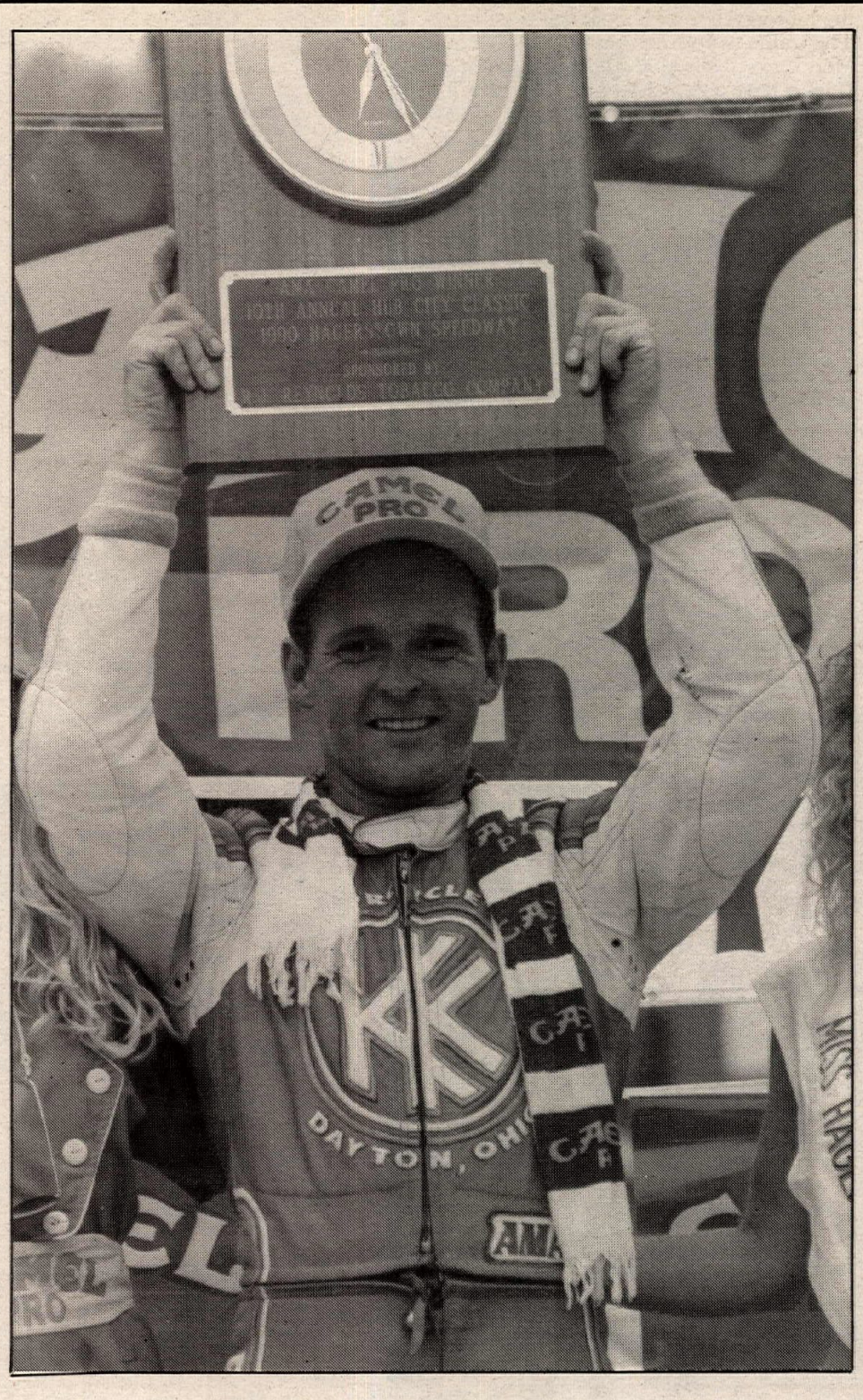
INTERVIEW Steve Morehead

By Dave Despain
Photos by Bert Shepard



He's still here!

The 1990 Camel Pro Series media guide contains brief bios on the country's top dirt track racers. Steve Morehead's begins with, "Thirty is supposed to be an advanced age for a Camel Pro Series rider, but don't bother telling that to Steve Morehead. He'll turn 35 late in the 1990 season (August 23), and is riding as well or better than ever. Anything he may have lost by way of aggressiveness is more than compensated for by his savvy approach to a tough game."

Those who have raced with or watched Morehead compete this year know he's lost nothing in the aggressiveness department. As September began, he was sixth in the Camel Pro Series point standings - he was ranked fourth at the end of the 1989 season, and when he's not showing the youngsters the fast way around a dirt track on a motorcycle, Morehead continues to gain experience on four wheels, in the wild and wooly world of sprint car racing. One doesn't succeed in either arena without being aggressive.

But as you'll see in the following interview, conducted by Dave Despain the night before the Memorial Day weekend Springfield Mile, the Steve Morehead of today is not the wild youngster of yesteryear. He's now the senior member of the Camel Pro Series and he approaches racing in the cool and calculated manner that befits a veteran of 17 seasons of competition at the very top level.

Steve Morehead, along with his wife Cindy and daughter Katie call Findlay, Ohio, home, but the dirt track ovals of America are the "Findlay Flyer's" home away from home.

* * * * * * * * * *

Let's start at the start. What was your first introduction to motorcycling? Did you come from a motorcycle family?
Yeah, sure did. My dad Jim raced on the amateur level, and when I was eight years old he got me a 100cc Hodaka to ride. I went to all the sportsman races with him and figured out how the program was run and what all the flags meant. Then every night through the week I'd go out to my little short track in the back yard. I'd get out there zinging around and I'd go pretty good until it started to get dark. Then the moisture and the dew would come up and I'd bust my butt! I did it time after time!

Then, when I was 10 years old, I started riding sportsman scrambles races all around the Ohio area.

Did you have the typical dad . . . a guy who put aside his own racing to help his kid, and ended up taking care of the motorcycles, doing all the work and spending all the money . . . and all because he wants his kid to have as much fun as he's had?
Exactly! And because I have a brother, Mike, who was also amateur racing at the time, it got to the point that he had to work on our stuff all week long. Come Saturday night, he had to go work a regular job, so Mom would take us to the short track at Gahanna, Ohio. It was really a family affair!

I had a factory ride with Kawasaki as an amateur rider. I had a factory Bultaco deal. At one time there were probably 18 amateur racers out of the little town of Findlay, Ohio, so when all 18 showed up at the races, we had every class covered! We had guys in the 125, 175, 200 and 250cc classes, and a lot of times we took the top three spots in every class.

Sometimes we'd run twilight races. I could race one place Saturday afternoon and another place Saturday night. And there's my mom driving this little Ford Econoline van, just hauling my brother and I all around to these racing events!

Then I went to Lima, Ohio, for the first professional race I ever saw. There's George Roeder out there riding; there's Ronnie Rall and guys like Jack Warren. I couldn't believe how fast they went! From then on there was no doubt . . . I wanted to be a professional motorcycle racer.

You turned pro in 1972?
Yeah, that's when they changed the professional age limit. You used to have to be 18, then they lowered it to 16. I was 15, so I got my novice license.

You lied about your age?
Yeah, It didn't really matter that they changed the rule. We had a birth certificate that would say I was any age!

I got me a TDIC, which was a Yamaha twin road race engine and we were real successful. I think I won 16 straight main events and 21 wins total on it. I ended up top Novice dirt tracker.

Dirt track racing was very healthy then, wasn't it?
It sure was. We raced at every county fair . . . I mean, we'd race Tuesday, Wednesday, Thursday, Friday, Saturday and Sunday at a county fair someplace. We'd run 20-25 races in the state of Ohio alone.

At Springfield, Ohio, 140 Novices showed up for the season-opener . . . 14 heat races of 10 riders each! If you didn't win one of the 12 fastest heats, well, "Sorry, pal, you didn't make the main event." And you loaded up and went home! That was the era when I showed up.

Back then, Corky Keener just flat ruled the Expert division. That's how "Mr. Dirt" got his nickname: He'd win all the non-National events. Then, out of nowhere, he went to Louisville and kicked 'em good down there. Suddenly he was a factory Harley-Davidson guy.

Who else did you look up to?
There's only one guy . . . Ronnie Rall. I watched that guy all through my career. When I got my Novice license, I sat and drooled on the fence watching Ronnie's riding style and the things he could just flat do with a motorcycle. I wanted to be another Ronnie Rall. I wanted to go out and try to out-do what he had done.

I loved his wide-open riding style. I could go ask him questions and he'd do whatever he could to try and help me. But mostly I liked his style. He'd go where nobody else dared to on the race track.

When I turned Expert, the number I requested was 52 — Rall's old number — but it was taken by that time. I couldn't get it, so they gave me 42 instead.

And you're proudly carrying that number to this day. Let's fast-forward to 1990. You've been racing professionally 19 years. Have you made a good living at this?
I think I'm comfortable. I've always been able to pay my bills on time and show up with new paint on my motorcycle every year. But in order for me to do that, you see that I'm changing my motorcycle around here today, during the rainout on the (Springfield) mile, to get ready for an all-night drive to York, Pennsylvania, so I can race Monday.

The idea is that to be a racer you have to race everything you possibly can. As a privateer rider, I need all the riding experience I can get. Then when I run into a certain kind of condition at a race track I can sit back and think, "I did this or that at York and it helped."

I've got to try and relate the information back and forth . . . sock the knowledge in my head or write it down or what-have-you. I have to be able to go run the little races to pay the expenses. That way the big races take me to the bank . . . hopefully.

That's the only way I can do it. If I have to go run a little race and maybe not be able to start with a new tire or something like that, I'll do that. I'll race just as hard if not harder to win at York Monday as I would have here today because when I go to York, there's only one guy who's going to make the $1000. It's not like you can finish 10th and still make $1000.

You know, Camel has given us an awful lot of money over the years, and we're really, really grateful for it. But we're not getting the television exposure, and I feel Camel is really not helping us to obtain that television exposure.

It's a big stink right now, with everybody complaining about the tobacco companies sponsoring all these sporting events, and all these sporting events being televised. Well, all these sporting events are being televised except the motorcycles, which are the greatest show on earth!

I honestly think that if we had some television exposure people would look at this game and think about the amount of sticker space and patch space they could get on the bikes and on the leathers and we could get more outside corporate sponsors involved in the game.

Just like with that "AMA Pro Racing" patch requirement. I don't have as much problems with that as some guys do but the AMA hasn't shown me they're doing anything that deserves that spot. Unfortunately, I can't sell that spot, and that's why I'm putting a free sticker there, but if I got a sponsor willing to give me a $1000 or so to have his sticker on my motorcycle, that AMA patch is the first to go as far as I'm concerned. The AMA insists on that just because SCCA guys put stickers all over their cars, but they're running a full-sized automobile in the first place, and besides that's just a bunch of rich guys driving race

cars for nothing anyhow, because they like to play the game. They can afford to put their patches and stickers on. I used to put stickers on my motorcycle because I figured all the fast guys did it, so it made me look like a fast guy. That's what the sports car guys are like.

Right now the relationship we have with the AMA is us-against-them. Our mediator guy is Art Barda and he's the guy who could possibly pull this whole thing together and get a good working relationship with the AMA, but they won't give him any horsepower to do anything.

I'm thankful for the AMA, and they've done a lot for me. But I honestly don't believe they've done a lot for motorcycle racing itself. I don't care about road riders and I don't care about motocrossers. I'm a dirt tracker; I care about dirt track guys and about where our sport is going.

In your business, guys get tired, guys get burned out, guys get hurt, guys go broke . . . there are more ways to get out of the sport than to get to the top of it. Yet you seem to have avoided most of the pitfalls. Was that luck? Are you smart? Is it determination? What's gotten you to this point?

I like to think it's determination because I've always had to work. I've never really been much of a natural at this game, and I've had to work really hard to get where I'm at. I've always tried to buy my own equipment, to own my own motorcycles. Sure, it's nice to show up and ride somebody else's bike, take your percentage and go home. But I've always tried to figure out my own situations for myself as far as making the motorcycle do what I want it to do.

Now, as far as motor work is concerned, I don't know any of that at all . . . none whatsoever. But I try to take care of my chassis and gear and the motorcycle in general and put my knowledge and background to good use.

Two years ago, I had my best season ever. I had four National wins that year and three of them came on my own motorcycle. What I did was get teamed up with Hank Scott. He'd quit racing the year before and he took care of my half mile program.

I also owe a lot to Denny Laube. I got hooked up with him three years ago. He used to be the motorcycle dealer at home and he sold the business and he's just basically been traveling with me. We just take this thing and run it as much as we possibly can. It's just a good working relationship.

I know this motorcycle. I know all of its characteristics and the way it works. I know when it will work and where it will work. For example, last year Will Davis rode this same motorcycle at Lima, Ohio. He'd never stood a leg on it and he went out and won a National Championship race. He hasn't done shit since but he jumped on this thing and did business.

Hank built the motor and I was confident it would run good, and I knew the bike would work good. I knew the setup for Lima, as far as what triple clamps, the shocks, the pipes and the carburetors to run on the bike. I told Will, "Just go ride the motorcycle . . . just ride the motorcycle."

He won the race and I finished fifth. I was riding a Honda and I just couldn't herd it around the race track. But I ended up making more money by Will Davis riding my Harley and winning than if I'd won on that Honda.

How many races has this thing won?

Over 200.

Over 200 races? That's amazing!

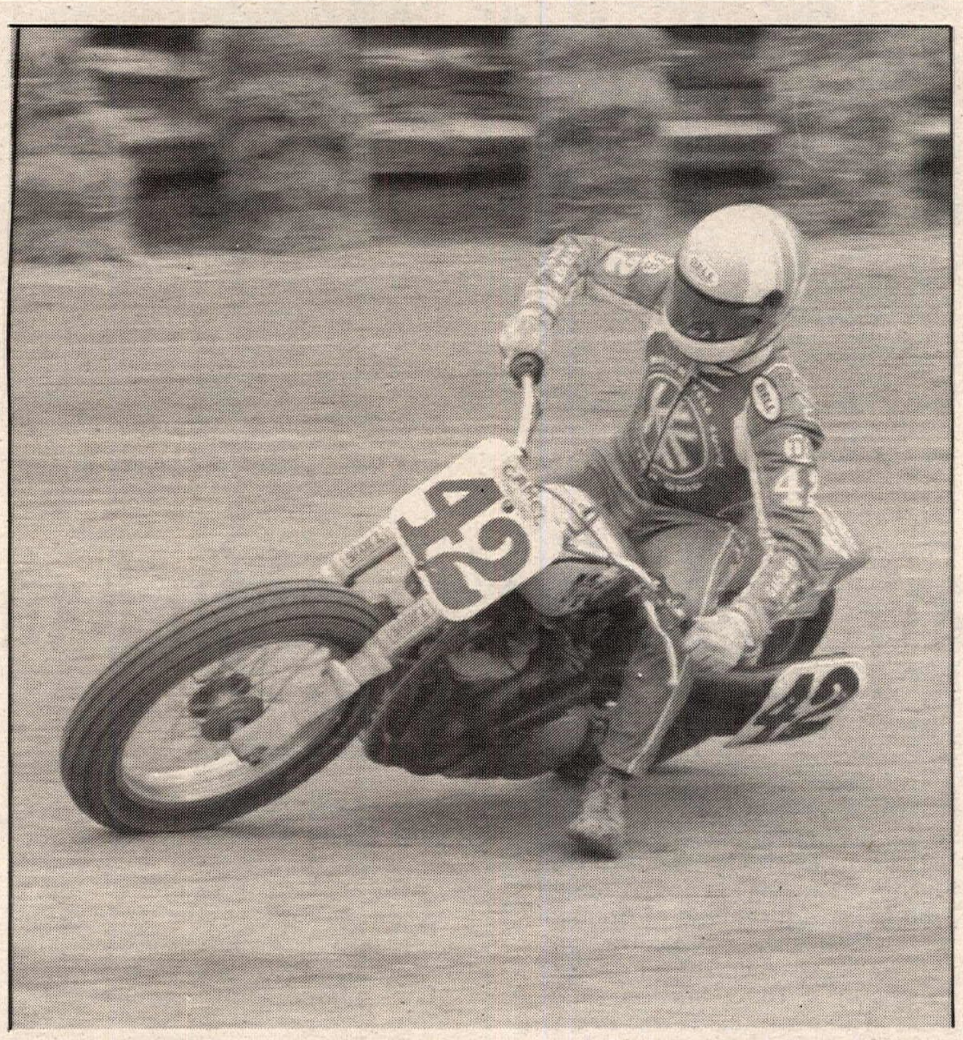
I think, it's one of the best handling bikes I've ever had. Rick Hocking built the motorcycle probably 12 years ago. The frame is nothing but an old-style Mert Lawwill lightweight tube frame.

Does it have a name?

Just "Ol' Paint." And "Ol' Paint" gets new paint every year.

Acutally, it's pretty neat . . . my wife's in the quarter horse business and she ran a full page ad that had a nice little picture of me sliding sideways at Louisville. The ad listed all the horses she had in for training, and she had "Ol' Paint" listed in there. It was pretty neat and it caught a lot of eyes.

Let's talk about married life. How has it changed you?



Well, it's changed me a lot off the race track, but I think it was a change that was badly needed. I needed to settle down and just concentrate on what I was doing and what direction I was going.

It really works good. My wife is an instructor for the Findlay College equestrian program. She works the school year, then she's off all summer long working with students and horse owners who pay her to ride their horse. She trains the thing, get's it handling real good, then gives it back to the owner and the owner takes it and shows it. There's some competition between her and I . . . like she'll take off and go one way for the weekend and I'll take off and go another. Then she'll come back and say, "My kids got four firsts . . . how'd you do this weekend?"

What was Steve Morehead like *before* he settled down?

I was wild. I'd go do anything . . . as much as I could . . . whatever it took. I had fun. I had a good childhood. My whole high school career I never went to school on a Monday. When I was racing it was a known fact that Morehead was not going to be in school on Monday. I graduated and did all that stuff, but when school was out all I wanted to do was go be a professional racer.

I was an Expert when the Springsteens — both Jay and Kenny — started coming to Ohio. When Jay made Expert, we took off! We'd go clear across the country and have a helluva good time. There'd be a caravan of six or eight vans of racers all going the same place. We'd just travel like that and then stop at a lake and go fishin' or camp out. We really had fun back then. We were just sort of doing it for gas money and nobody was actually making a living and paying that many bills from it. We were all young kids . . . hell, we were still living at home! So we didn't have house payments or new car payments. We had one payment — a new van. How many 16-year-old kids all drive new vans?

Then when the Camel dollars came into the sport and everybody realized how much money there was, they kinda grew apart. I think once everybody started winning and figuring out, "Hey, there's actually some money to be made at this. If I watch my Ps and Qs and I don't just go off buying new stereos and golf clubs and all that stuff . . . if a guy just watches his expenditures he could maybe buy a house, make a living and do something."

In 1979, I got a one-year ride with Harley-Davidson. I took that salary or contract money and just put it down on a house. I figured, "This is the only time in my life I'm going to have a big chunk of cheese to lay down on a house so I better do it now. Then I'll just wait and furnish it when I win something."

What's the worst you've ever been hurt?

I broke my kneecap when I was a Junior, riding a water-cooled Suzuki. I had a BSA and it blowed up or something at Greenville, Ohio. Gary Stoltzenberg of F&S Harley-Davidson, one of my primary sponsors, had this water-cooled Suzuki that Rall had been riding. Well, Ronnie wasn't riding it that day and I got to thinking, "Well, shit, I used to haul ass on a Yamaha twin . . . I could ride that three-cylinder water-cooled buffalo thing."

Well, I did and I was hauling ass on it. I won my heat race and was winning the main event, but it was one of those nice cushion race tracks and I didn't realize that every time I ran through the corner I was diggin big ol' trenches and ruts and just tearing the race track all up. I came down to the last turn, last lap, and I run in there and hit one of my own ruts that I'd been digging and that thing caught and pitched me over a seven-foot high chain link fence. As I was pole-vaulting over the top, my right knee hit the top of the fence and it broke the kneecap. That put me out for six months.

I've broken both my hands twice, I've punctured my left kneecap and broken my right foot, but that was all when I was a rookie Expert and doing all that stupid stuff. I don't think racing really is as dangerous as a lot of people make it seem. I think a guy grows up and learns his limits and capabilities. Plus we race with the Springsteens and the Parkers and the Carrs and the Joneses . . . people like that. No matter how close we're racing, everybody kind of keeps their peripheral view open. You kind of know who's who and who's where and by all means you don't try to steal a guy's line or knock his handlebars out from underneath him. I think the riders now realize everybody's capacity, and their riding ability is so great that they don't just run in there like madmen and try to take each other out.

Sometimes I worry about the rookies. A guy gets on a good, fast motorcycle and a lot of times . . . well, take me for example . . . I'd never seen a mile race until I rode one! Thank God I didn't have a fast motorcycle!

What makes you the most proud?

I gotta say the way my equipment and my mechanics look on race day. We show up and everybody's got their race face on, the motorcycles look the best we can possibly make 'em, the guys all got their crew shirts on, and I can sit back and say, "Boy, them's some pretty sumbitches, ain't they?"

Appearance can be intimidating. I line up next to Parker and see that big Number One and that titanium steel shoe and them pretty motorcycles and Willy Werner sitting back there and I'm thinking. "This is the son-of-a-gun I gotta beat!" And I can see by lookin' he's the cat daddy!

Do you regret never having been Number one?

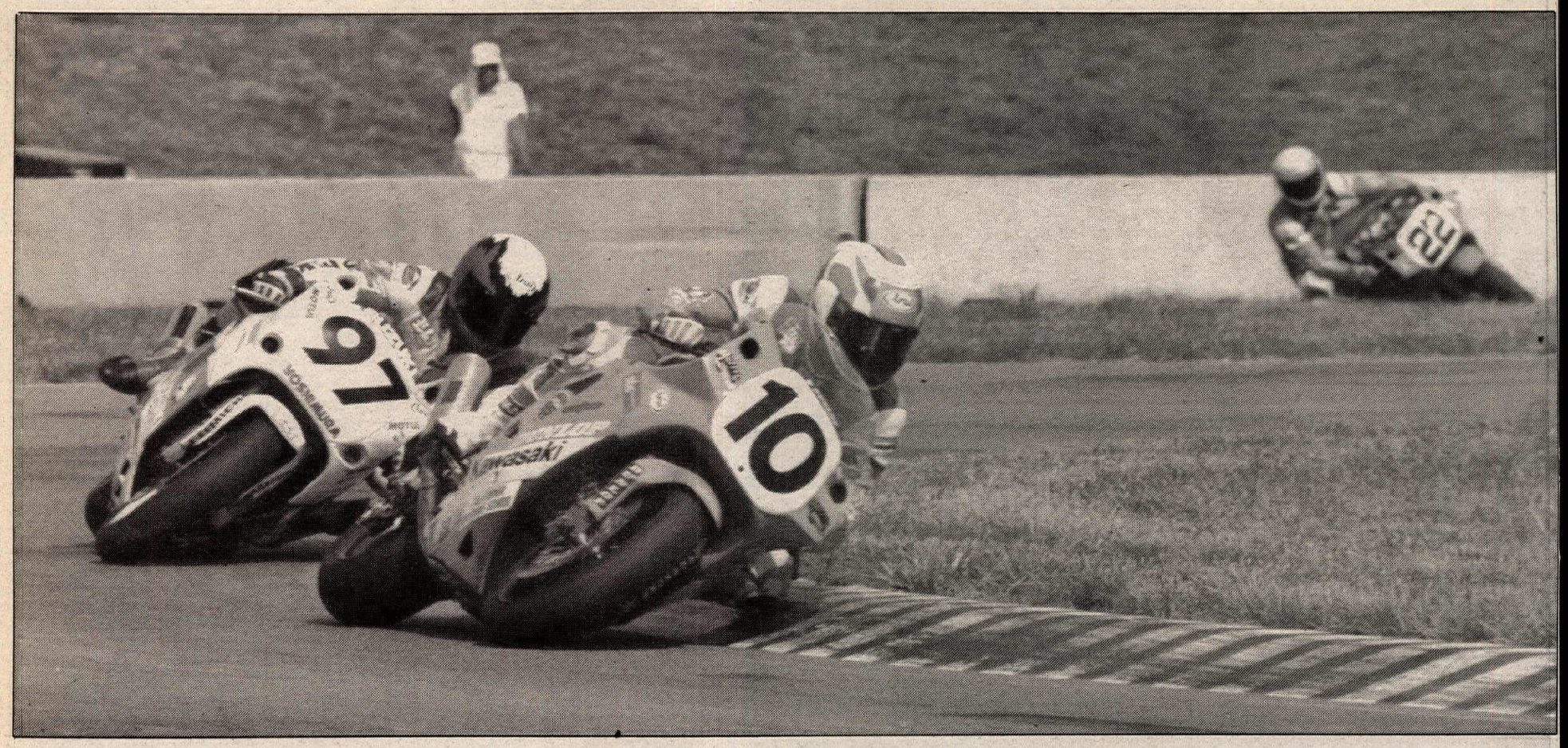
Not at all. Sure, I'd like to win it, and everybody likes to say that's what they're into. But I've never really sat down and dreamed of having the Number One plate. I worry more about just trying to win races, survive, make money and keep going with my program.

You have a big fan following. Why?

Well, they like me as long as I'm riding a Harley! Actually, I think it's because I never come in with an excuse . . . "Well, I would've won but so-and-so happened." Hey, let's face it, it might have *looked* like I was gonna win, but the brake parts fell out or the valve broke or this happened or that happened. I've never got up and cried in front of people saying, "I could have beat him, but . . . ". Bullshit! People don't want to hear that. If you get beat on race day, acknowledge it . . . the best guy won the race. He was better-prepared than I was. His bike didn't break. Or he just flat rode better than I did. People don't want to hear a bunch of your excuses after the race.

Also I don't think some of those fans can believe I've been coming here as long as they have! That's got more to do with it than anything else. "Man, I remember the first race I went to that son-of-a-gun Morehead was there, and we come back 15, 16 and 17 years later and he's still here!" CN

ROAD RACE AMA Superbike National Championship: Round 7



Doug Chandler (10) leads eventual winner Miguel DuHamel (97) and Scott Russell (22) in Kansas; Chandler wrapped up the title with a third-place finish.

DuHamel's day, Chandler's year in Kansas

By Paul Carruthers
Photos by Werner Fritz

TOPEKA, KS, SEPT. 9

Yoshimura Suzuki's Miguel DuHamel put his famous racing surname back into the AMA record books with his first-ever AMA National victory today at Heartland Park Topeka, but he shared the moment with Team Muzzy Kawasaki's Doug Chandler, who wrapped up the AMA Superbike National Championship with his third-place finish.

DuHamel, the son of five-time AMA National road race winner Yvon DuHamel, put together an impressive performance as he charged to a 3.787-second win over Chandler's Kawasaki teammate Scott Russell after 24 thrilling laps. DuHamel averaged 84.311 mph in winning the event in front of an estimated three-day attendance total of 11,300.

Ironically, four of Yvon DuHamel's National wins came in the month of September with his first coming 19 years ago on September 5, 1971 at Talledega, Alabama.

DuHamel's win ended a four-race Chandler win streak, but it didn't prevent the 25-year-old Californian from taking his first-ever National title. Chandler tallied four wins, a second and two third-place finishes to date on the Merlyn Plumlee-tuned ZX7 to clinch the title with one round remaining.

The new Superbike Champion held the lead for more than half the race, but when he realized he couldn't shake DuHamel and Russell he opted to take no chances and backed down to finish a comfortable third.

"Miguel and Scott were really going well and I wasn't up to the pace today," a happy Chandler said. "I had so many things going through my mind. If I wasn't in a position to win a championship, I think I could have raced with them, but there was a big chance of being taken out.

"You can't work hard all year to get to this position and then let it all go."

Fourth place today went to Vance & Hines Yamaha's Thomas Stevens, who finished just ahead of Commonwealth Honda's Randy Renfrow.

Sixth place went to three-time World Champion Freddie Spencer on the Mike Velasco-tuned Two Brothers Racing Honda RC30. After a somewhat disappointing return to racing in Miami, Florida, earlier in the season, Spencer came back more prepared for the task at hand and put together 24 consistent laps in near 100-degree temperatures.

Vance & Hines' David Sadowski, Yoshimura's Rick Kirk, Wiseco's Tom Kipp and Monette Sport's Jacques Guenette Jr. rounded out the top-10 finishers.

After seven of eight rounds, Chandler's 122-point total is now insurmountable. Renfrow holds down second in the standings with 87 points while Russell (73), Sadowski (56) and Stevens (54) fill out the top-five point gatherers.

Qualifying

The AMA previewed its new qualifying method in Topeka, unveiling the timing system the association used at the World Superbike round at Brainerd, Minnesota. Qualifying was held on both Friday and Saturday ala World Superbike and Grand Prix racing, except that only one 45-minute session on each day was timed. In addition, the AMA still had a qualifying heat race after the timed sessions, dubbing it the Race for the Pole. So in essence, the racers actually qualified to qualify.

The AMA also said they would black flag riders not circulating within 115% of the pole position earner's lap times during both the Race for the Pole and the National in an effort to lessen traffic for the leaders. As it turned out, this wasn't necessary.

After the second of the two timed sessions, it was Chandler showing the superiority he's shown all year. The factory Kawasaki rider clocked a time of one minute, 45.947 seconds (84.948 mph average) in the last session, setting a new lap record in the process, breaking the old record set by John Kocinski last year on his Yamaha TZ250.

Chandler predicted he could go faster.

"I think I can do mid-45s," he said confidently.

Next up was Stevens, clocking his fast time in the waning moments of the final session. The Floridian turned in a 1:47.247 lap (83.922 mph) to earn the second starting position for the Race for the Pole.

Russell and DuHamel were the riders Stevens surpassed in those late minutes of the second session. Russell held on for the third quickest time, despite being able to only do five laps in the second session due to an oil leak on his ZX7. Russell turned a 1:47.414 to top DuHamel's 1:47.467.

DuHamel was getting used to a new chassis modification on the Yoshimura Suzuki. Welds close to the steering head showed that the unit had been stiffened: "I can go faster without a big problem," DuHamel said. "We've been getting used to a new chassis, and we've got it to where it works."

The stiffened chassis was designed to make the Suzuki more rigid in an effort to allow DuHamel "to push the front more." This was also the Canadian's first trip to the Kansas facility.

Following DuHamel in qualifying was Renfrow. The Virginian was suffering a little from a lack of riding time between the last National at Mid-Ohio four weeks ago and this one. He was one of the few top riders who hadn't raced or tested since Mid-Ohio. Renfrow clocked a 1:48.125 for the fifth quickest lap.

Sadowski was sixth followed by Spencer, who had tested at Willow Springs two weeks ago, Kipp, Quarterley and Kirk. Kirk had been the victim of two practice crashes, one on Thursday and one on Friday, and he'd received 12 stitches in his right arm as the result of the second crash.

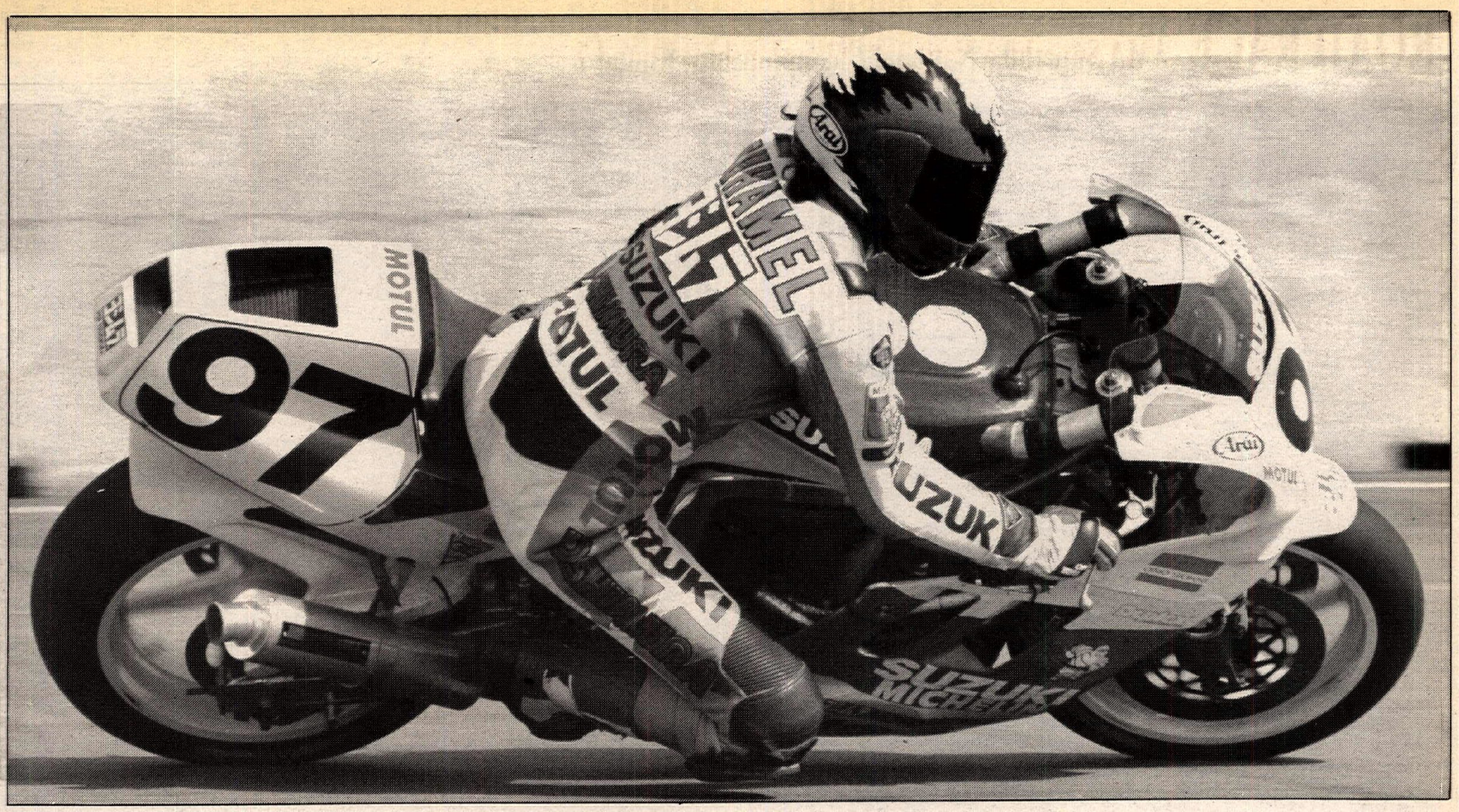
Russell and Kirk were the only riders in the top 10 who didn't improve on their first session qualifying time. Quarterley, who was rebuilding his RC30 on Friday with updated parts from the factory and without the help of engine builder George Vincensi, missed all of Friday's practice.

Chandler proved that his fast qualifying time was no fluke as he led the field into the turn one/two, right/left chicane to start the eight-lap Race for the Pole.

Chandler started the race on the same Dunlop rubber that he'd qualified on in an effort to see if they'd hold up to race distance on Sunday. For all practical purposes, he was doing the testing for the rest of the Dunlop runners.

The rest of the top riders had fresh rubber and Chandler didn't shake them like many thought he would. At the end of the first lap Chandler led DuHamel, Russell and Stevens in tight formation. Renfrow, meanwhile, led Sadowski, Kipp, Guenette, Kirk, Tatsuro Arata, John Ashmead and Spencer.

The top three — Chandler, DuHamel and Russell — would pull away from Stevens, whose Yamaha was suffering from what was later diagnosed as an electrical problem that would eventually drop him to sixth,



Canadian Miguel DuHamel was impressive in winning his first-ever AMA National as he fought off the advances of both Chandler and Russell.

and force him to push the bike back to the pits on the cool-off lap.

Russell ended up moving past DuHamel as he tried to keep pace with Chandler; he would cross the line only 1.4 seconds behind his teammate. DuHamel, in turn, finished a safe third.

"I knew they would stay close," Chandler said, while wearing a shirt that read: "Less than 100%." "They all had new tires. I figured I'd cruise until their tires got to the same point as mine. I didn't want to do anything stupid. I knew Scott (Russell) would be close."

Both Renfrow and Sadowski took advantage of Stevens' mechanical problems to finish fourth and fifth, respectively. Spencer moved close to Stevens on the final go-around, but the three-time World Champion ran out of laps, yet still impressed many with his seventh-place finish, identical to the position in which he qualified.

Spencer was having problems getting traction with his Michelin rubber after not being able to get his hands on the compound he needed. On Sunday morning, Spencer switched to Dunlops and that's what he used in the National, marking the first time in 12 years that he'd used Dunlop rubber.

Kipp dropped back to finish 14th after the synchronizing screw backed out of a carburetor, stopping the slides from opening to more than half throttle. Kipp's Wiseco-backed Yamaha was also fitted with Dunlops, his rubber of choice since Mid-Ohio; Kirk, meanwhile, pulled out of the race on the third lap with his fairing lower falling off; John Ashmead, on the third Muzzy Kawasaki, finished 13th and was still hurting badly from the Miami crash that saw him break seven ribs and his shoulder blade, and puncture a lung.

Another non-finisher was Quarterley, the victim of an RC30 lower-end problem that was unfixable. "It must have happened in practice," the likeable New Englander said. "And then I felt it again on the warm-up lap."

Notably missing from the field was Canadian Rueben McMurter. The Honda rider had crashed the weekend prior at a Canadian National in Shannonville, Ontario, and had re-cracked the ankle he injured at Mosport, Canada, in June.

Florida's Thomas Stevens finished fourth on his Yamaha OW01 after battling for most of the race with Randy Renfrow.

National

With tire wear problems on everyone's minds, Sunday saw both Spencer and Donald Jacks, surprisingly, convert to Dunlops. Spencer went quicker in Sunday morning's practice with the Dunlops than he had all week, and Jacks opted to switch after practice, thus not getting any time on the new rubber prior to the National.

Despite the Dunlops having a higher aspect ratio (making for a slightly taller tire), Spencer's Honda had to be geared taller due to the added traction. He would later say changing the gearing was a mistake, however.

Mike Harth, who finished ninth in the Race for the Pole, was out of the National before it even started after his Yamaha dropped a valve in Sunday morning's practice.

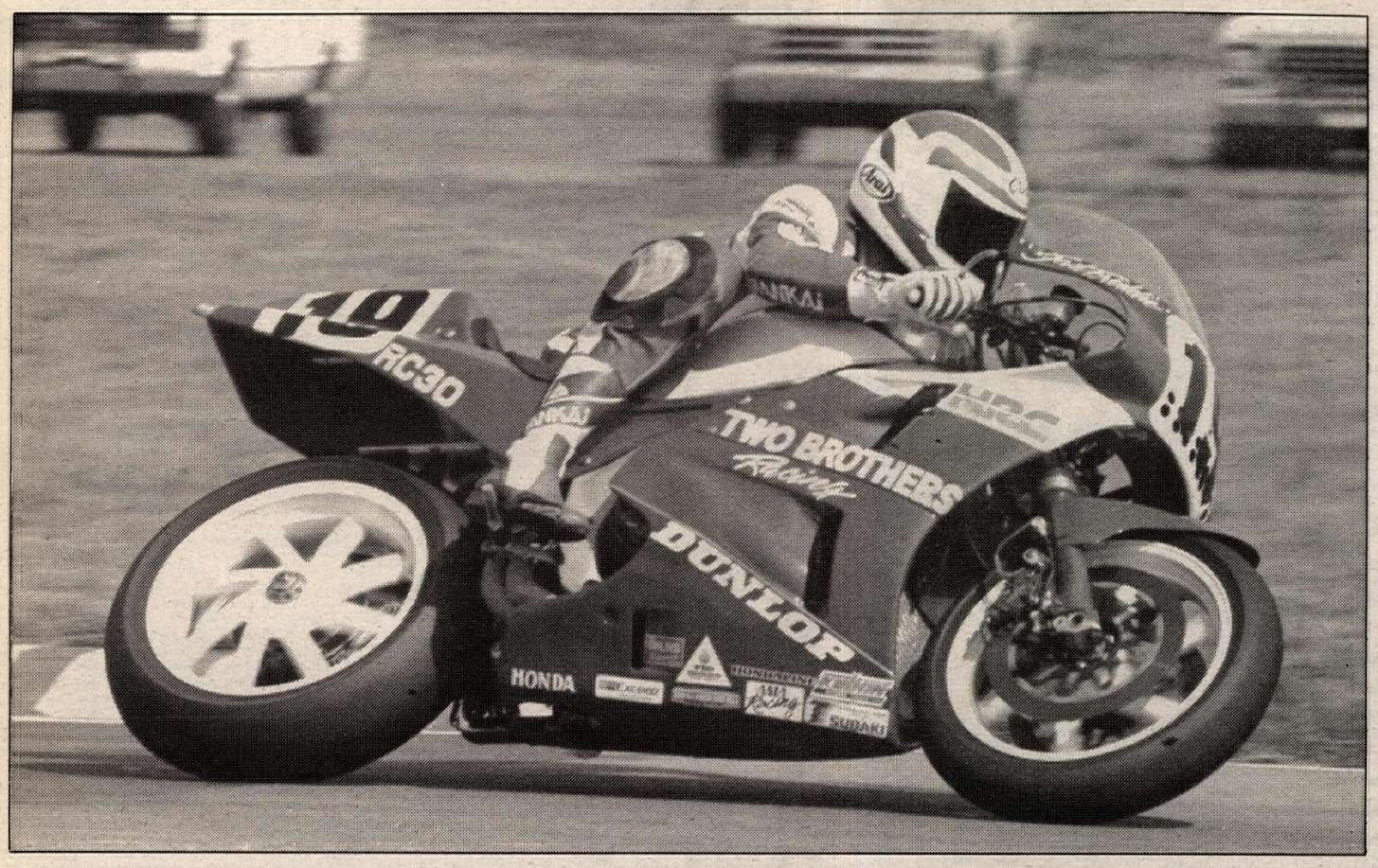
The 24-lap, 60-mile National started in brilliant sunshine with temperatures hovering around the 100-degree mark, and leading the fray into turn one was Chandler. The Californian led DuHamel, Renfrow, Russell, Guenette and Stevens across the line at the end of the first lap. Spencer completed the first lap in 10th place while Kirk, who started from the last row, was out of the top 15.

Chandler and DuHamel put a gap on Russell, who had worked by Renfrow, then another gap followed to Stevens, who in turn had gotten past Guenette. Adamo held off Spencer, Kipp, and Sadowski as the top 10 completed the second lap. Kirk was up to 13th at this point.

It didn't take long to realize that Chandler wasn't going to run away with this one. It was evident by a few slides here and there that he was trying, but DuHamel matched his pace. Russell, too, couldn't be counted out as he stayed within sight of the leaders and started inching towards them.

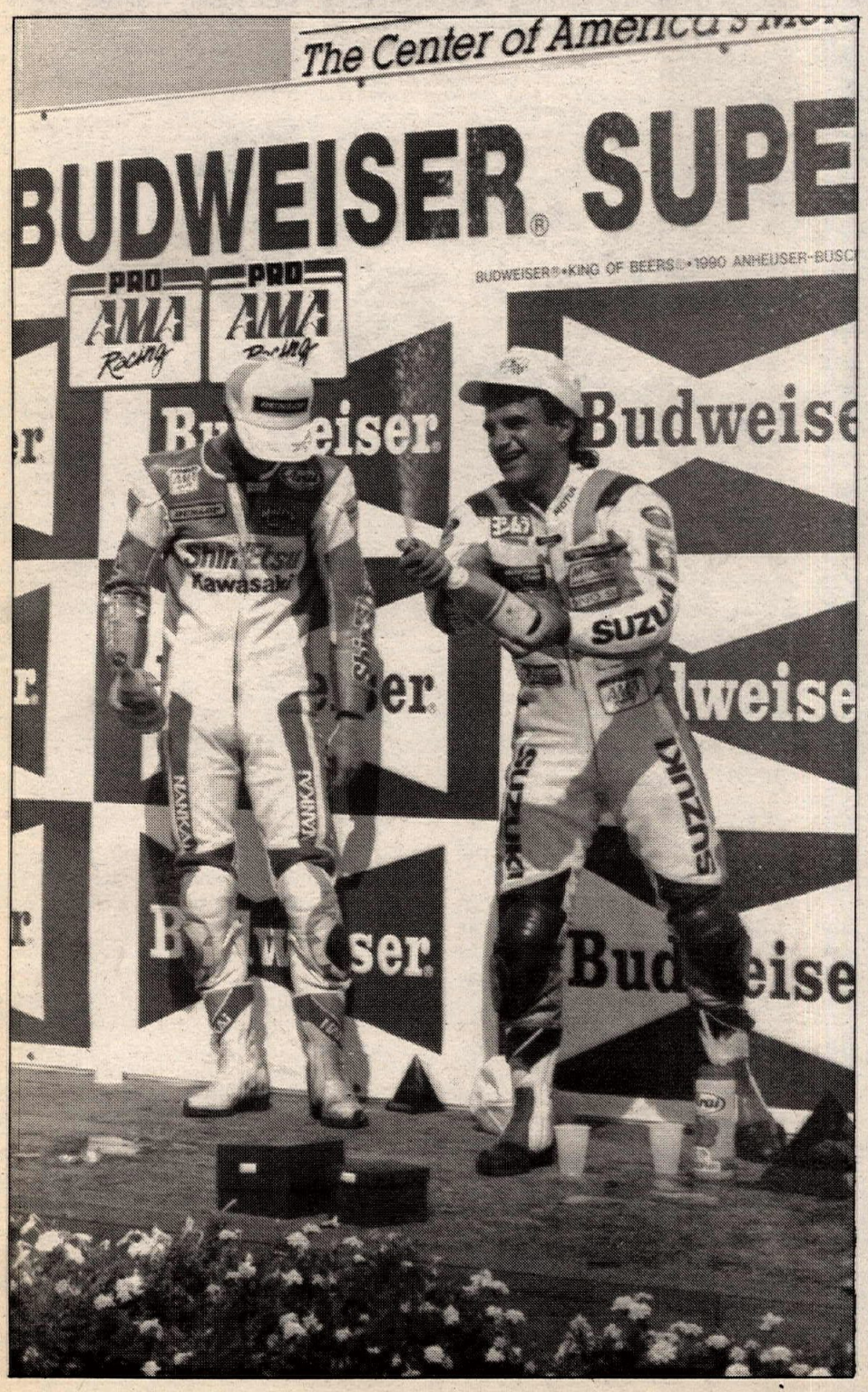
Chandler continued to lead with DuHamel applying the pressure, and on the 15th lap they were joined in earnest by Russell, making it a three-way scrap for the lead. DuHamel took the lead for the first time on the 16th lap, and he quickly opened up a slight advantage on Chandler, who was only a lap away from also letting Russell by.

ROAD RACE AMA Superbike National Championship: Round 7



Former World Champion Freddie Spencer finished sixth in his second AMA National Superbike race of the season.

DuHamel (right) sprays the bubbly while Chandler (left) ponders his first-ever Superbike National Championship. Scott Russell finished second.



With the hard-charging duo now ahead of him and visions of championships dancing in his head, Chandler backed it down to finish a comfortable third.

There was nothing comfortable about DuHamel's lead, however, as Russell turned up the wick. With two laps to go the Georgian was on the Canadian, and those who figured the latter's Michelins would expire were wrong.

As they started the final lap, Russell erred in turn one, giving DuHamel a little breathing room. He was back on him by the Carousel, but the pair came upon Adamo, who was about to be lapped.

"I blew turn one by myself," Russell, who broke Chandler's lap record with a 1:45.656 (85.182 mph) during the National, said later. "But he (DuHamel) stuffed it under Adamo and Adamo went right in behind him. I thought he (Adamo) had more sense than that. But I gave it all I had."

It wasn't enough as DuHamel crossed the line 3.7 seconds ahead for his first-ever National victory.

Following Chandler in fourth place was Stevens, who had gotten the better of Renfrow.

"Unfortunately, this track wasn't a good Yamaha track," the Floridian said. "I had problems with left-to-right transitions. It would just rev and spin because of the surface. I was hoping to hold on to them at the start, but I didn't get a good one and they were gone. Willow Springs will be more of a Yamaha track."

Renfrow had a relatively uneventful race, finishing fifth: "I learned a lot," he said. "I got going a little quicker and a lot smoother. I think the Superbike pace is a lot faster than at the start of the year and I'll have to continue to change and learn. I had a hard time getting it hooked up today. It was spinning a lot. Thomas (Stevens) rode well and didn't make many mistakes."

Spencer finished a relaxed sixth, although he said he had at least one close call.

"The front brake came back to the bars one lap going into (turn) one and I locked the back wheel," Spencer said. "The rear brake on the RC30 is real sensitive. I think we were geared wrong; we probably should have left it where it was before we changed to the Dunlops."

Sadowski made a move towards catching Spencer in the final laps, but ran out of time. The Buford, Georgia, resident is still not physically right, and will undergo back surgery following the final round of the series at Willow Springs.

Following Sadowski was Kirk, who rode remarkably well considering his injuries. "It hurt a lot," he said.

Kipp ended up ninth and was sort of puzzled about his finish. "I'm not happy about ninth," he said. "But everyone was tough. They didn't die towards the end like I thought they might." Kipp also suffered from hot air exiting the radiator and burning his hands. He said the team will build some shrouds to divert the air by Willow Springs.

Tenth place went to Guenette, who faded after running as high as fifth, thanks in part to an overheating engine.

DuHamel was ecstatic with his win and, after getting help from Chandler with the champagne cork, he said: "It was a hot pace with Doug, but I didn't want him to get away. I was putting the pressure on him and then he made a few mistakes and I thought, 'I am getting to him.' I got by when a slower rider was with us. But then it was hard to lead because I was so used to following Doug. My concentration had to double at that point. I just kept the pace up and I didn't look back once. This is my most satisfying win."

DuHamel thanked Yoshimura USA, Michelin and Arai.

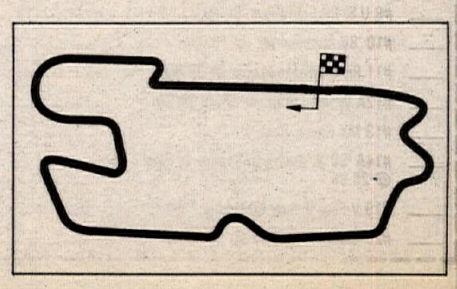
Results

QUALIFYING: 1. Doug Chandler (1:45.947); 2. Thomas Stevens (1:47.243); 3. Scott Russell (1:47.414); 4. Miguel DuHamel (1:47.467); 5. Randy Renfrow (1:48.125); 6. David Sadowski (1:48.550); 7. Freddie Spencer (1:48.810); 8. Tom Kipp (1:49.056); 9. Dale Quarterley (1:49.410); 10. Rick Kirk (1:50.378); 11. Donald Jacks (1:51.570); 12. Jacques Guenette, Jr. (1:51.830); 13. James Adamo (1:52.644); 14. Dale Robinson (1:52.737); 15. John Ashmead (1:52.761); 16. John Hopperstad (1:52.879); 17. Tatsuro Arata (1:53.030); 18. Mike Harth (1:53.611); 19. Eric Moe (1:53.871); 20. Mark Chin (1:53.892).

RACE FOR THE POLE: 1. Doug Chandler (Kaw); 2. Scott Russell (Kaw); 3. Miguel DuHamel (Suz); 4. Randy Renfrow (Hon); 5. David Sadowski (Yam); 6. Thomas Stevens (Yam); 7. Freddie Spencer (Hon); 8. Jacques Guenette, Jr. (Yam); 9. Mike Harth (Yam); 10. Donald Jacks (Suz); 11. Tatsuro Arata (Yam); 12. John Ashmead (Kaw); 13. Tom Kipp (Yam); 14. John Hopperstad (Yam); 15. James Adamo (Duc); 16. Dale Robinson (Hon); 17. Mark Chin (Yam); 18. Eric Moe (Yam); 19. Craig Gleason (Suz); 20. Fritz Kling (Suz).
Time: 14 min., 17.443 sec.
Distance: 5 laps, 12.5 miles.
Average Speed: 83.971 mph.
Margin of Victory: 1.412 sec.

SUPERBIKE NAT'L: 1. Miguel DuHamel (Suz); 2. Scott Russell (Kaw); 3. Doug Chandler (Kaw); 4. Thomas Stevens (Yam); 5. Randy Renfrow (Hon); 6. Freddie Spencer (Hon); 7. David Sadowski (Yam); 8. Rick Kirk (Suz); 9. Tom Kipp (Yam); 10. Jacques Guenette Jr. (Yam); 11. James Adamo (Duc); 12. John Ashmead (Kaw); 13. Mark Chin (Yam); 14. John Hopperstad (Yam); 15. Joe Brett Williams (Hon); 16. Fritz Kling (Suz); 17. Eric Moe (Suz); 18. Craig Gleason (Suz); 19. Michael Taylor (Kaw); 20. David Kieffer (Hon); 21. John Jacob (Yam); 22. John Ross (Suz); 23. Tod Hebert (Suz); 24. Dale Robinson (Hon); 25. Donald Jacks (Suz); 26. Larry Gruen (Suz); 27. Mike Walsh (Suz); 28. Jeff Rheaume (Suz); 29. Tatsuro Arata (Yam).
Time: 42 min., 41.931 sec.
Distance: 24 laps, 60 miles.
Average Speed: 84.311 mph.
Margin of Victory: 3.787 sec.

AMA SUPERBIKE NAT'L C'SHIP POINT STANDINGS: 1. Doug Chandler (122); 2. Randy Renfrow (87); 3. Scott Russell (73); 4. David Sadowski (56); 5. Thomas Stevens (54); 6. Tom Kipp (42); 7. Jamie James (39); 8. (TIE) Miguel DuHamel/Dale Quarterley (35); 10. John Ashmead (34); 11. Mark Chin (28); 12. Jacques Guenette (24); 13. Rick Kirk (19); 14. Donald Jacks (14); 15. Rueben McMurter (12).



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Team Kawasaki's Jeff Ward and Suzuki's Guy Cooper put on a thrilling show for the 14,102 fans attending the 22nd Annual Hangtown Motocross Classic at northern California's Prairie City OHV Park as they battle their way to the overall victories in the 250 and 125 Nationals.

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Jeff Ward earns the victory over Bradshaw and Stanton at the high-speed Lake Sugar Tree MX Park; Bayle battles with Cooper for the 125 class win.

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Yamaha's Damon Bradshaw settled the score with Jeff Ward when he won the second moto to claim the 250cc National victory at High Point Raceway. Bayle takes 125cc win with come-from-behind rides in both motos.

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Jeff Ward and Guy Cooper prove unstoppable on a hot & humid day at the Red Bud Track 'n' Trail National.

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Stanton and Cooper churn out wins on the sandy and physically demanding Southwick track. Stanton reclaims the points lead from Jeff Ward.

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(#312) 1990 Rutherford Supercross.

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(#51) Bubba Shobert: Champion
True life story of one of America's greatest racers. Rare photos, boyhood race films. By Despain Associates. 60 minutes.

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Bubba Shobert wins for Honda, then tells you how. Thrilling 6-rider duel to a photo finish. 60 minutes by Despain.

(#200) 1990 Ascot (Spring) Half-Mile
This video is the essence of dirt-track racing; two of the best in the business duel for 20 laps — and decide it all in a one-lap dash to the flag. By Despain Associates.

(#201) 1990 San Jose (Spring) Mile
Parker takes the clear win over an unbelievable race in the pack for second between 8 riders. By Despain Associates.

(#202) 1990 Springfield (Spring) Mile
Scotty Parker breaks away from a 7-rider battle to score an impressive win. Slow-motion replay of rookie Andie Huff's amazing end-over-end crash. Morehead taps Keith Day at 130 mph, and tangles with Ingram in the last-lap battle for the runner-up spot. By Despain Associates.

(#203) 1990 Louisville Half-Mile
Chris Carr shatters the record for 20 laps on the rugged limestone oval. Slow-motion footage of crashes by Atherton and Ingram, and inside the pits as the Camel Pro riders prepare for combat. By Despain Associates.

(#78) The American Express
A review of the 1988 FIM World Road Racing 500cc Championships — All 15 races from Japan to Brazil in 60 minutes. Eddie Lawson wins Number One, but Wayne Gardner, Kevin Schwantz and Magee, Wayne Rainey and Randy Mamola made it hard to do. From Motovideo

(#79) Australian RR GP 1989
Gardner homes in, Freddie Spencer returns, and all the fastest guys on the fastest bikes in the sport. 60 minutes. From Motovideo

(#80) Japanese RR Grand Prix 1989
60 minutes. All the action. Cheaper than tickets and no ships. From Motovideo

(#81) United States Grand Prix 1989
From Laguna Seca. Glory for Wayne, near tragedy, plus the fantastic sidecars in action. From Motovideo

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. See all the action! "Better than being there!" This is not the NBC version - 6 cameras, more racing action! 60 minutes. By Motovideo.

(#19) V-Four Victory
Ride the 850cc works Honda V-four on a 37-mile lap of the Isle of Man. "Awesome!" "Impressive!" Pour a cuppa tea and enjoy the 1983 TT with Joey Dunlop, fastest man on the Island Circuit, and the Ulster, Ireland GP. 50 minutes by Halmar Video.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes by Halmar.

(#80A) 1990 Japanese RR Grand Prix
Rainey shows 'em his back in Japan; Schwantz recovers to finish third after crashing behind Gardner. Lawson starts season with crash. By Motovideo.

(#81A) 1990 USGP Laguna Seca
Rainey races clear of crash-fest at Laguna. Tremendous battle with Schwantz until turn 11 seals his fate. Excellent 250cc class action with Kocinski, Roth & Zeelenburg. By Motovideo.

(#82A) 1990 Spanish RR Grand Prix
Gardner ends drought with win at Jerez in front of 170,000 people. Kocinski wins "best race I ever had" by a whisker over Cadalora. By Motovideo.

(#83A) 1990 Italian RR Grand Prix
Team Yamaha Marlboro Roberts dominates the day as Americans Rainey and Kocinski win at Misano. By Motovideo.

(#84A) 1990 West German RR Grand Prix
Texan Schwantz walks away from field in first '90 GP win at Nurburgring Circuit. By Motovideo.

(#85A) 1990 Austrian RR Grand Prix
Tight action as Schwantz wins at Salzburgring by ½ second over Rainey, and Cadalora leads 5 riders across line within same second. By Motovideo.

(#86A) 1990 Yugoslavian RR Grand Prix
Rainey wins in less than ideal conditions as Schwantz & Mackenzie slice through the pack. Seven-rider duel in 250cc class is marred by tragedy as Reinhold Roth is injured in a major pile-up. By Motovideo.

(#87A) 1990 Dutch RR Grand Prix
Schwantz tames Rainey for the Texan's 3rd GP win of the season at the 60th Annual Dutch TT at Assen. Lawson & Gardner return to action. Thrilling 250cc action between Kocinski, Cardus, and Cadalora. By Motovideo.

(#88A) 1990 Belgian RR Grand Prix
The Marlboro Roberts Yamaha dream team dominates as Rainey and Kocinski win their classes at the rain-soaked Spa-Francorchamps circuit. Mamola crashes after working up to third. By Motovideo.

(#89A) 1990 French RR Grand Prix
Schwantz turns up the heat with a spectacular win at LeMans, as Cardner turns in a gritty performance over Rainey for the runner-up spot. Points race in 250cc tightens as Kocinski crashes, Cardus wins over Cadalora. By Motovideo.

(#94) Isle of Man 1989
A new King of the Island. Steve Hislop pushes the out-right record to over 121 average speed, six times around the famous 37.7 mile course. See it yourself from all the best locations and the air! 60 minutes. From Motovideo

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! Guaranteed to entertain everybody! 60 minutes. By Motovideo.

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Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT — Classic racing at its best. 69 minutes from Motovideo.

(#14A) 1990 North American Speedway Final
See which four riders qualify to go on to the World Individual Speedway Championships. By Raz Video.

(#23) World Team Cup 1988
Best speedway riders in the world on the world's best track (Long Beach, CA). 60 minutes by RAZ.

(#45) U.S. Speedway Nat'l Championship 1988
All the races in the AMA event at Orange County Fairgrounds plus interviews with riders Lucero, Collins, Ermolenko, et.,al. By RAZ. 60 minutes.

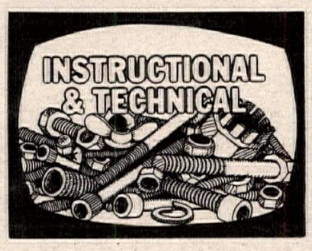
(#102) Speedway Ice World Championships 1990
The Budweiser Indoor Speedway Ice Racing Championship in Tucson, AZ in January, this is a good look at the fun, fast, studded tire sport. From RAZ Video.

(#103) 1989 California State Championship Speedway
A sell-out crowd in San Bernardino, CA saw it live, now you can enjoy it too, from RAZ Video.

(#104) Sturgis '89
The 49th annual Black Hills Classic including dirt track, hillclimbs, drag racing and, of course, bikes & bikers, including Willie G. Davidson and a classic Malcolm Forbes. 57 minutes from Progressive Design.

(#106) Daytona '90 — "A Ride on the Wild Side"
The foremost Cycling Event in the World! Ten days of fun in the sun at the fabulous Daytona Beach, FL. See the bikes, races, personalities and much more. Lots of Main Street action. By Progressive Design.

(#107) Racing America Volume One
A video almanac of motorcycle racing and touring from across the United States. Includes footage of various competitive and non-competitive events from Daytona, Sturgis, Widowmaker, and more. From Motovideo.



(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy."

(#13) Riding Motocross — Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes. By Motovideo.

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(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clera understanding the art of pavement technique. 107 minutes from Motovideo.

(#111) "The Matazzattack Video - I'm No Chicken!"
Follow "the Chicken" Jeff Matiasevich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. Great footage of the Chicken from his supercross performances and Mammoth, too. 60 minutes of entertainment from Motovideo.

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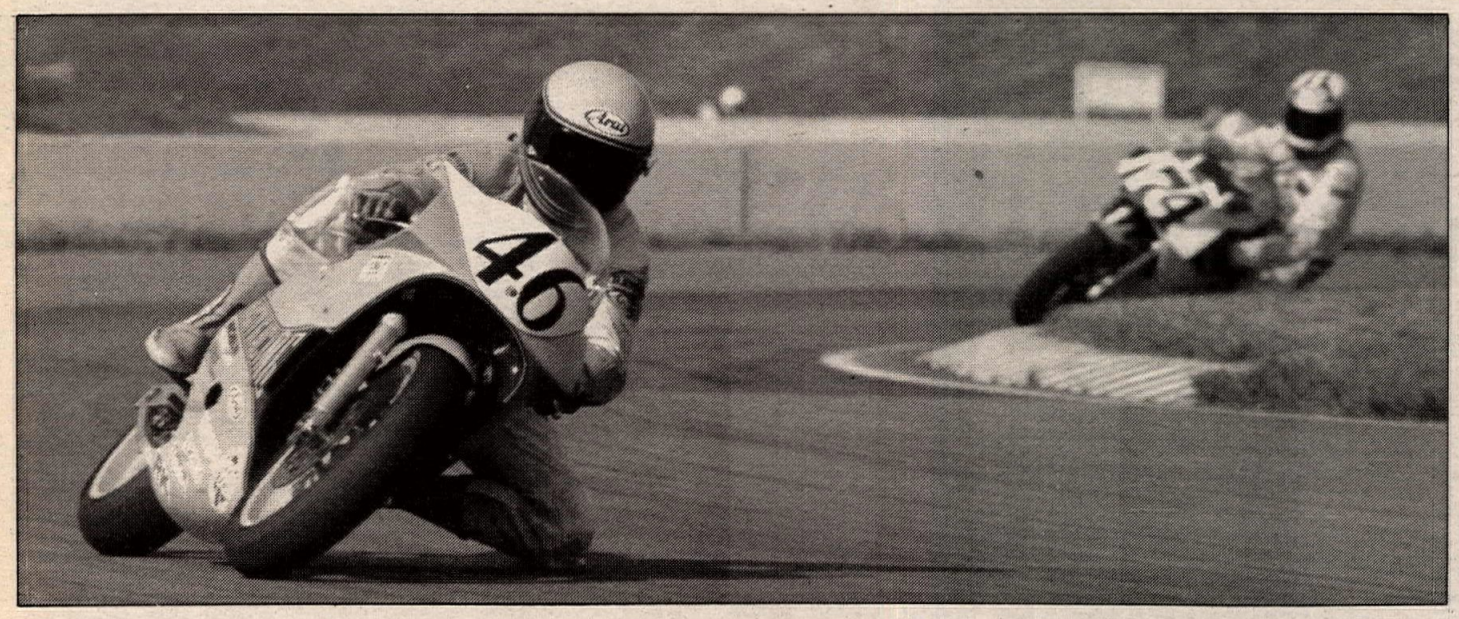
ROAD RACE AMA 250cc Grand Prix Series: Round 7



Doug Brauneck (46) passed early leader Mike Sullivan (74) to win the 250cc Grand Prix final at Heartland Park Topeka.

Brauneck wins, eyes title

By Brian Catterson
Photo by Werner Fritz

TOPEKA, KS, AUG. 9

Hasty Racing's Doug Brauneck moved a step closer to his first 250cc Grand Prix Championship by reclaiming the series points lead with a cooly calculated win in the 250cc GP final, held as the last event of the weekend at Heartland Park Topeka.

The former Pro Twins GP Champion from Dallas, Georgia, passed early leader Mike Sullivan and then kept his eyes glued to his pit board as he maintained a lead that fluctuated between six and 11 seconds over the battle for second between DavHar Racing's Chris D'Aluisio and 250cc debutante Larry Schwartzbach. That battle went down to the wire as Schwartzbach came from his last-row starting position to pass D'Aluisio on the 18th of 20 laps.

Schwartzbach's second-place finish made him the sensation of the weekend, as this was the Texan's second-ever ride on a 250, his first being at a recent club race. His bike, a Yamaha TZ250 owned by Oil Technology Services' Erich Klementich and sponsored by House of Wheels, was previously ridden by Robbie Petersen, Rick Kirk and, most recently, by Donnie Greene, but when Greene complained that it didn't work well at Mid-Ohio, he wasn't invited back. So while Schwartzbach basked in the limelight, Greene's color commentary illuminated announcer Richard Chambers' play-by-play.

The 20 points Brauneck earned for the win, his second of the season, moved him back into the series point standings as the series swings west for the final round at Willow Springs International Raceway, September 14-16. Brauneck now leads D'Aluisio, 94 to 92, while Salaverria lies third with 89 points after a dismal fifth-place finish here. Early leader Sullivan faded to fourth, and holds fourth place in the standings as well with 49 points.

Brauneck's weekend was marred, however, by what he called "potentially serious and expensive" motor problems. A crack in a recently ported and re-Nikisiled cylinder meant that the privateer team had to replace it with an older spare, ending up running one old cylinder and one new one, each with different porting. Adding the cost of the cylinder to the expense of having it replated in Germany (with the subsequent freight charges) and having some 30 hours of Brauneck's time invested in porting and dyno testing made for an expensive weekend.

"Losing a cylinder like that is like losing a child," said Brauneck's tuner, John Hasty.

D'Aluisio and Salaverria were joint points leaders coming into the Topeka round, but neither had a stellar weekend. D'Aluisio missed the previous series round at Mid-Ohio after being sidelined with a broken right wrist, and following a five-week mending period with his hand in a traction device and using an EBI electrical bone growth stimulator he was still not 100% physically.

Salaverria, meanwhile, had problems of another sort, beginning with a heat race crash and culminating in a dispute with his tuner, Dave Ray. Salaverria stayed out late the night before the race, and when Ray accused him of not being serious, Salaverria defended himself by saying that he'd spent the night talking to his girlfriend and had simply lost track of the time. Either way, there was not much conversation in the Salaverria pits on Sunday.

Sullivan led a sparse, nine-rider field into turn one to begin the first of Saturday's two, five-lap heat races that would determine starting positions for Sunday's final. Canadian Rick Tripodi and D'Aluisio followed until lap two when D'Aluisio, having passed Tripodi on lap one, moved by Sullivan to take the lead. The order would remain that way until the finish, with D'Aluisio winning by four seconds and Sullivan, Tripodi, Texan Brad Sawyer and Canadian Michel Lavallee rounding out the top five.

Lavallee had help this weekend from a pair of top 250 pilots — Greene and Jon Cornwell — and the assistance was obviously paying off. Greene didn't have a 250 ride, but was present at Topeka to compete in the endurance race, and Cornwell didn't ride due to an accident in a Canadian National Championship round at Shannonville the previous weekend. Cornwell was run over by Darrell Cooney at that race, and was nursing a badly bruised thigh, although he hoped to be fit for Willow Springs. Cooney was also missing from Topeka, a pity after his stirring performance at Mid-Ohio.

Heat race one was not so kind to Schwartzbach, who retired at the end of lap two with a dangling shift lever.

Brauneck and Salaverria squared off in heat race two. Salaverria snatched the holeshot and looked to be running away as he held a two-second lead at the completion of lap one, but by the end of lap two Brauneck had moved up into contention and was challenging the 20-year-old northern Californian for the lead. The two passed each other back and forth until the final lap when Brauneck managed to stay ahead, turning the fastest lap of either heat (in the 1:50-range) to take the win.

Salaverria had a lock on second, but his inexperience showed as he attempted to make up too much ground on Brauneck in the final corner, grabbing a handful of throttle and launching himself over the high side.

"He threw away a championship," said his tuner Ray, matter-of-factly.

Salaverria would join Schwartzbach on the last row of the grid for the final.

With Salaverria gone, southern Californians Tom Paris and Lee Shierts finished second and third, respectively, with Floridians Jeff Farmer and Greg Esser occupying the fourth and fifth slots.

Brauneck earned the pole for the final as his quicker heat race time of nine minutes, 23.660 seconds was some one and a half seconds faster than D'Aluisio's 9:25.090. Brauneck, however, said he was lucky to get the pole.

"Al (Salaverria) kept stuffing me in the turns and slowing me down. If I hadn't gotten clear of him on the last lap I wouldn't have gotten the pole. My last lap was two seconds faster than the others," Brauneck said.

A mere 20 riders gridded on five rows for the final, all except John France (Honda RS250) on Yamaha TZ250s. Brauneck and D'Aluisio were sitting pretty in the first two grid positions, and predictably they led the field down the front straightaway and into the tight right/left chicane that makes up turns one and two. But just as the two riders went to bend it in, Sullivan ran up the middle, hard on the brakes to take the early lead.

Salaverria got an awesome launch from the back row and headed into turn one in about fourth place, but he was hit by another rider and had to take to the grass, rejoining the fray at the back of the pack.

Brauneck wasted no time in passing Sullivan, doing so in the back section of the course and leading downhill through the turns 12-14 esses to complete lap one.

Paris led Shierts and D'Aluisio at that point, but a lap later D'Aluisio had passed Shierts for fourth and set his sights on Paris in third. It was lap five before D'Aluisio could get around Paris, during which time Brauneck and Sullivan motored off into the distance. It took D'Aluisio until lap 10 to reel in Sullivan, at which point he drafted by on the front straight to take second place.

Meanwhile, Schwartzbach had begun the race in eighth place, and was picking off riders one by one until by lap six he'd passed Paris for fourth. Schwartzbach then steadily closed on D'Aluisio and Sullivan, which triggered a three-way battle for second place by lap 14. One lap later, Schwartzbach took third place from Sullivan, and along with D'Aluisio began to put distance on the rider from Centralia, Washington.

Finally, on lap 18, Schwartzbach did the inevitable, passing a tiring D'Aluisio in the back section of the course to claim the runner-up spot.

"My wrist hurt under heavy braking. When I went deep I couldn't even feel it," D'Aluisio said later, adding that he was confused by his pit signals. "I didn't know anyone was there. I don't look back. I did once he (Schwartzbach) got past, just to see if anyone else was there."

Brauneck completed his lonely ride to first place, wheelying out of the first-gear turn 14 to cross the finish line 9.170 seconds ahead of Schwartzbach.

"I didn't go as fast as I thought I would," Brauneck said. "But then, I didn't have to. I wanted the (Michelin) tires to last so I just did an endurance pace, going in and out of the corners gingerly. I slowed down in the end because the tires were going away."

After leading early, Sullivan finished a disheartening fourth, saying, "I need more horsepower. They were coming by me on the straightaway."

Salaverria recovered from his early off-track excursion to finish a credible fifth, though he was never in contention and was a long way behind Sullivan.

Paris faded to sixth, while Tripodi improved on his eighth-place start to finish seventh. Farmer took advantage of a last-lap collision between William Himmelsbach and Lavallee which resulted in Lavalle crashing to finish eighth, while Himmelsbach hung on to claim ninth. Shierts backpedaled to 10th. CN

Results

HEAT 1: 1. Chris D'Aluisio (Yam); 2. Mike Sullivan (Yam); 3. Rick Tripodi (Yam); 4. Brad Sawyer (Yam); 5. Michel Lavallee (Yam); 6. William Himmelsbach (Yam); 7. Joe Cole (Yam); 8. Mark Schubert (Yam); 9. Larry Schwartzbach (Yam).
Time: 9 min., 25.090 sec.
Distance: 5 laps, 12.5 miles
Average Speed: 79.633 mph
Margin of Victory: 4.020 sec.

HEAT 2: 1. Doug Brauneck (Yam); 2. Tom Paris (Yam); 3. Lee Shierts (Yam); 4. Jeff Farmer (Yam); 5. Greg Esser (Yam); 6. Brad Lowe (Yam); 7. Mark Long (Yam); 8. Perry Melneciuc (Yam); 9. Jim Bonner (Yam); 10. John France (Hon); 11. Al Salaverria (Yam).
Time: 9 min., 23.660 sec.
Distance: 5 laps, 12.5 miles
Average Speed: 79.835 mph
Margin of Victory: 15.610 sec.

250 GP FINAL: 1. Doug Brauneck (Yam); 2. Larry Schwartzbach (Yam); 3. Chris D'Aluisio (Yam); 4. Mike Sullivan (Yam); 5. Al Salaverria (Yam); 6. Tom Paris (Yam); 7. Rick Tripodi (Yam); 8. Jeff Farmer (Yam); 9. William Himmelsbach (Yam); 10. Lee Shierts (Yam); 11. Mark Schubert (Yam); 12. Greg Esser (Yam); 13. Mark Long (Yam); 14. Brad Lowe (Yam); 15. Michel Lavallee (Yam); 16. Perry Melneciuc (Yam); 17. Jim Bonner (Yam); 18. Joe Cole (Yam); 19. Brad Sawyer (Yam).
Time: 37 min., 10.610 sec.
Distance: 20 laps, 50 miles
Average Speed: 80.695 mph
Margin of Victory: 9.170 sec.

250 GP POINT STANDINGS: 1. Doug Brauneck (94); 2. Chris D'Aluisio (92); 3. Al Salaverria (89); 4. Mike Sullivan (49); 5. Lee Shierts (39); 6. Jonathan Cornwell (36); 7. Dale Franklin (35); 8. William Himmelsbach (30); 9. (TIE) Rick Kirk/Andrew Trevitt (25).

Adamo dominates, Cortez clinches championship

By Brian Catterson
Photos by Werner Fritz

TOPEKA, KS, AUG. 9

In the absence of newly-crowned Pro Twins GP1 Champion Jamie James, two-time Battle of the Twins Champion Jimmy Adamo proved just as dominant as he won the 16-lap Pro Twins final at Heartland Park Topeka in runaway fashion.

Adamo led from start to finish, turning lap times over two seconds faster than second-place finisher Kevin Erion en route to a nearly 45-second margin of victory, thus becoming the first rider other than James to win a Pro Twins final this year.

But the real story was in the GP2 category, where Fabian Cortez's fifth win of the season secured him the class championship — the second this year for the Fast By Ferracci Ducati equipe. Cortez now holds an insurmountable lead over Craig Shambaugh in the GP2 point standings, 103-80.

With James off racing a factory Ducati in the World Superbike round in Le Mans, France, the question was whether Erion's Two Brothers Racing 860cc Honda Hawk had the stuff to challenge Adamo's potent GiaCaMoto 888cc Ducati for second place in the GP1 point standings.

It didn't.

Adamo grabbed another of his patented holeshots and motored off into the distance, as Erion was left behind, fighting his machine as it bucked off the starting line.

At the end of lap one, Adamo already had a three-second lead over Erion, and would continue to stretch his advantage at a comparable rate.

Behind the lead twosome, the black Ducati 851 of Pablo Real led a pair of red ones belonging to Dr. David Kieffer and Randy Shemwell. While Real's third place would be largely uncontested, Kieffer and Shemwell traded fourth place back and forth, with Shemwell claiming permanent ownership of the position in the final minutes.

Asked when he last won a race, Adamo had to think long and hard.

"It would have to be three years ago, I think at Memphis (Tennessee, on August 9, 1987)," said the Long Island, New Yorker. Adamo thanked his sponsors Arai, F&L Racing Fuel, Tsubaki and Autolite, and his mechanic Enzo.

Erion was disappointed by the margin Adamo had pulled on him, but was happy to get through the weekend.

"We're way down on power. I knew I couldn't beat Jimmy here, so I figured I'd just cruise and save the motor for next weekend at Willow Springs," Erion said. Like Adamo and Real, Erion rode on Dunlop radial slicks.

"We tried. We just need more cubic inches," Erion's tuner Mike Velasco said.

GP2 action saw the customary Cortez runaway win as he finished a credible sixth overall from his second-wave start, but a tense, three-way battle for second and a two-way tussle for fifth in class enlivened what would otherwise have been a very bland contest.

Two Brothers Racing's Pete Johnson overcame a see-saw struggle with Minnesota's Scott Williams to claim the runner-up slot, while Finn Jussi Hautaniemi mostly spectated from his nearby fourth position. Shambaugh worked his way up from a sixth-place start to pass Kevin Stasny for fifth place before the finish; all but Cortez (Ducati 750 Sport) and Johnson (Honda Hawk) rode Ducati F-1s.

"What a war! The pace wasn't too fast at first, but it kept building and building," said Williams, who was making his first appearance in the winner's circle with his Metzeler-shod Wheels Unlimited Ducati. "I have to think Pete (Johnson) was playing with me."

"It was tough. I definitely wasn't holding anything back," said 1987 Battle of the Twins Modified Production Champion Johnson, refuting Williams' claim.

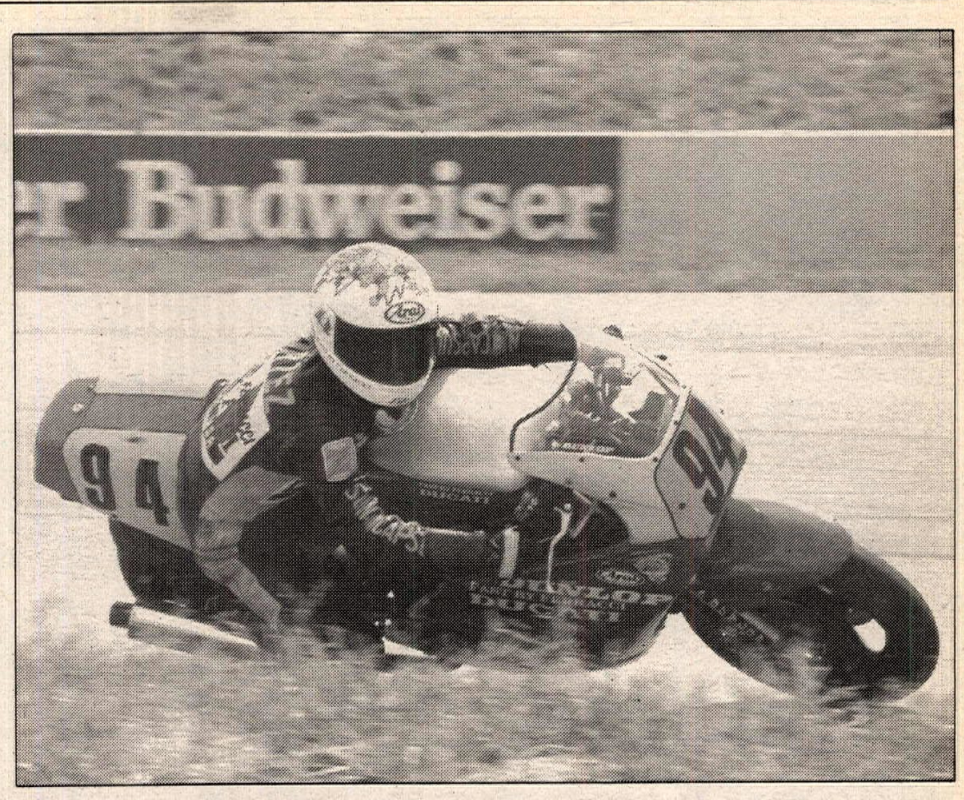
Cortez downplayed his accomplishment.

"I just wanted to take it easy. I didn't want anything stupid to happen," he said, seeming happier that he wouldn't have to go to Willow Springs than he was to clinch the title.

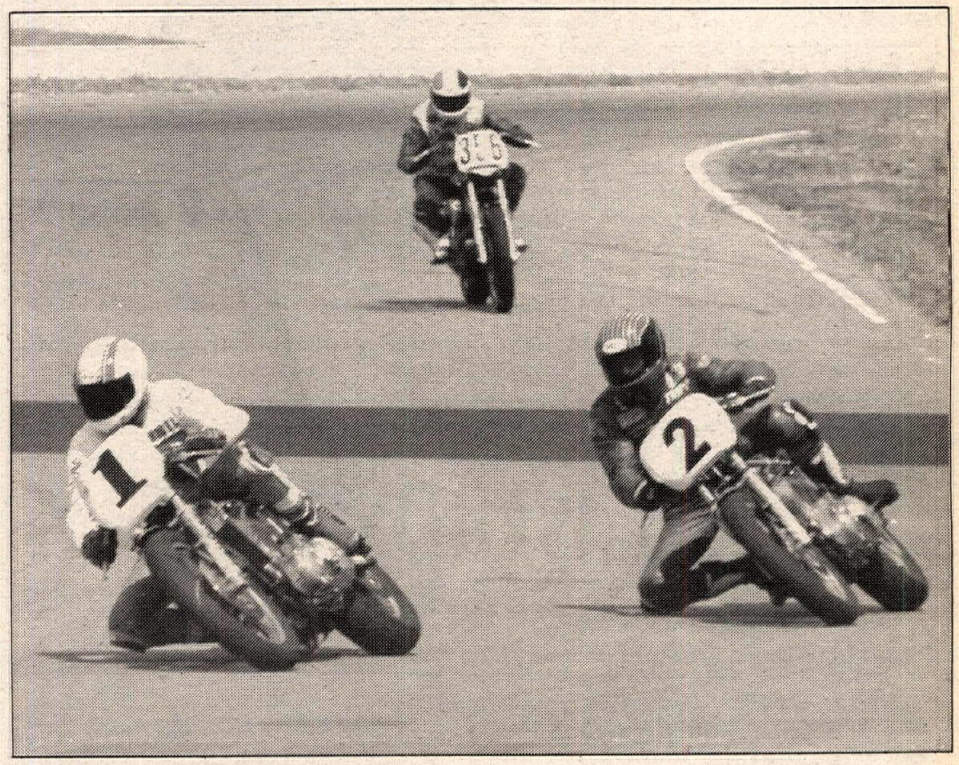
Cortez also apologized to Yokohama, as he'd switched to Dunlop radials this weekend after using the Japanese tires everywhere else. CN

Results

PRO TW GP1: 1. James Adamo (Duc); 2. Kevin Erion (Hon); 3. Pablo Real (Duc); 4. Randy Shemwell (Duc); 5. David Kieffer (Duc); 6. Timothy Seebold (Kaw); 7. Walter Sakowski (Duc); 8. Edward Abdo (Hon).
PRO TW GP2: 1. Fabian Cortez (Duc); 2. Pete Johnson (Duc); 3. Scott Williams (Duc); 4. Jussi Hautaniemi (Duc); 5. Craig Shambaugh (Duc); 6. Kevin Stasny (Duc); 7. Ronald McGill (Hon); 8. Eron Flory (BMW); 9. Mark Reynolds (Hon); 10. Lance Baker (M-G); 11. Mike Tiberio (M-G); 12. Sherry Dowling (Kaw).
Time: 30 min., 22.680 sec.
Distance: 16 laps, 40 miles
Average Speed: 79.005 mph
Margin of Victory: 44.270 sec.
PRO TW GP1 POINT STANDINGS: 1. Jamie James (120); 2. Jimmy Adamo (97); 3. Kevin Erion (84); 4. David Kieffer (53); 5. Pablo Real (51); 6. Kurt Liebmann (29); 7. Alan Hippensteal (28); 8. Doug Brauneck (27); 9. Walter Sakowski (23); 10. Randy Shemwell (22).
PRO TW GP2 POINT STANDINGS: 1. Fabian Cortez (103); 2. Craig Shambaugh (80); 3. Pete Johnson (66); 4. Jussi Hautaniemi (54); 5. Frank Shockley (49); 6. Curt Kimble (46); 7. Mike Tiberio (44); 8. Robert Griffiths (41); 9. Scott Williams (34); 10. Randy Kirnec (27).



Fabian Cortez clinched the Pro Twins GP2 Championship by riding his Fast By Ferracci Ducati 750 Sport to his fifth win of the year at Heartland Park Topeka.



When Nigel Gale (1) overshot a turn, Tripp Nobles (2) took advantage to win his fourth U.S. Twin Sports final of the year. Pat Moroney (356) finished third.

AMA/CCS Harley-Davidson U.S. Twin Sports Series: Round 8

Nobles reigns

By Brian Catterson
Photo by Werner Fritz

TOPEKA, KS, AUG. 9

Andrew "Tripp" Nobles III took advantage of a mistake by Nigel Gale to win his fourth Harley-Davidson U.S. Twin Sports final of the year at Heartland Park Topeka.

Defending class champ Gale led Nobles until lap four, when the Bartels Harley-Davidson rider got into turn one too hot and had to take to the escape road.

"The front forks aren't too good and if you brake too hard the front end starts bouncing up and down," Gale explained later.

Nobles seized the opportunity to put his Downstaging/The Motorcycle Shop/Dunlop-sponsored 1986 883cc Sportster into the lead, and was never headed as he led the nine-rider field to the checkered flag at the end of eight laps.

"I think Nigel (Gale) outrode himself; it wasn't me that outrode him," quipped Nobles.

Gale recovered to finish second, relegating the Metzeler-shod Moroney's Harley-Davidson of Pat Moroney to third.

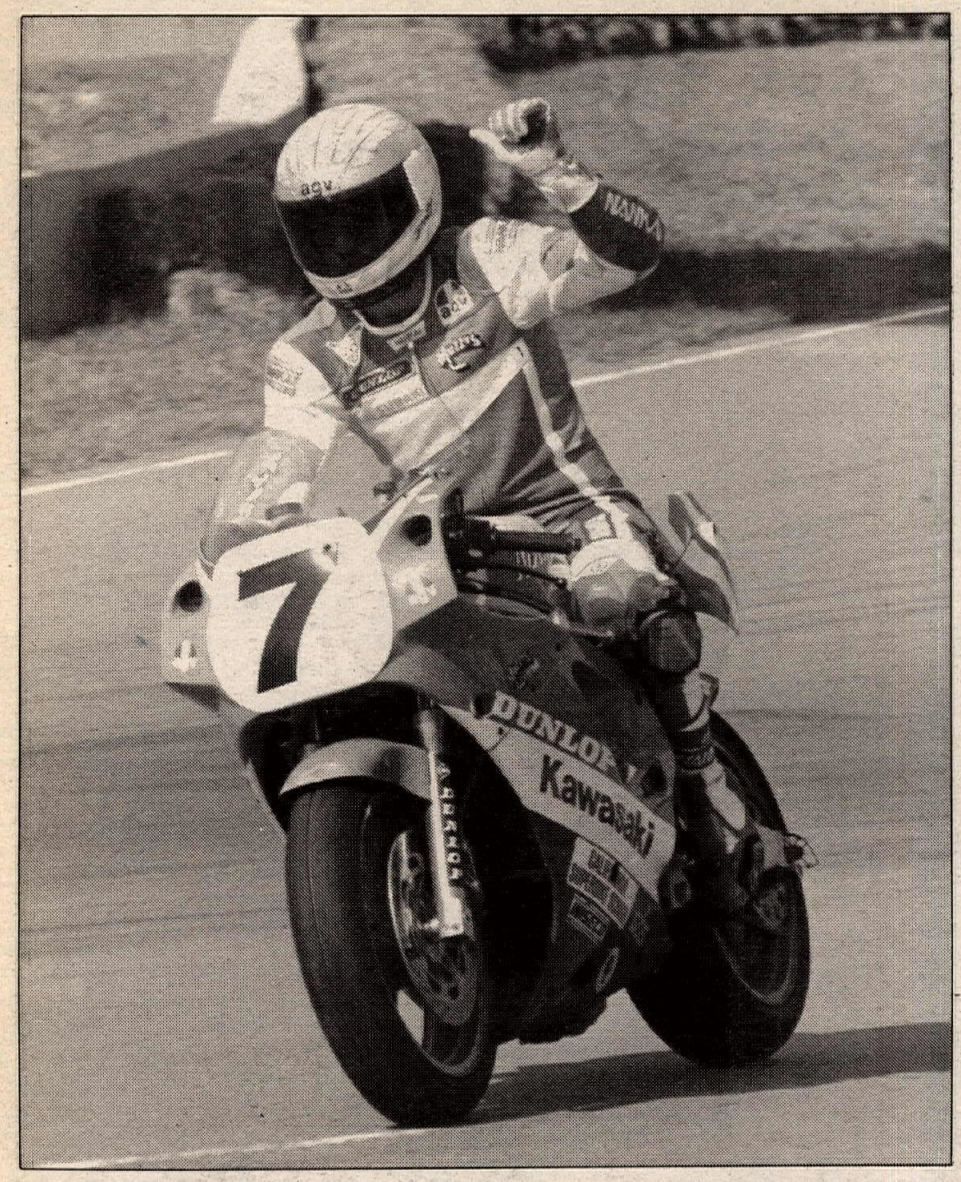
Shawn Higbee fought off Matthew Winnacker to finish fourth and fifth, respectively. CN

Results

U.S. TW/SPRT: 1. Andrew Nobles III; 2. Nigel Gale; 3. Pat Moroney; 4. Shawn Higbee; 5. Matthew Winnacker; 6. Mike Patterson; 7. Darrell Jones; 8. Jon Stauffer; 9. Donald Georger.
Time: 16 min., 32.220 sec.
Distance: 8 laps, 20 miles
Average Speed: 72.565 mph
Margin of Victory: 4.150 sec.

Jimmy Adamo celebrates his first Pro Twins victory since August 1987.

ROAD RACE AMA/CCS Yokohama 600/750cc Supersport Series: Round 8



Georgian Scott Russell won the 750cc Supersport Championship with a win at Heartland Park Topeka; it was Russell's first-ever AMA championship.

Russell wraps it up

By Paul Carruthers
Photo by Werner Fritz

TOPEKA, KS, SEPT. 8

Scott Russell won his first AMA Championship today with an impressive win on his Muzzy Kawasaki in the 750cc Supersport class at Heartland Park Topeka. Russell beat Yoshimura Suzuki's Miguel DuHamel by 6.94 seconds to claim both the win and the championship.

Russell's championship was all but decided prior to the race when his teammate Doug Chandler, who is second in the point standings, elected to sit this one out to save his energy for the Superbike National.

Third place today went to Yoshimura Suzuki's Rick Kirk, who had received 12 stitches in his right arm thanks to a Friday practice crash, with the third Yoshimura bike finishing fourth in the hands of Tommy Lynch. Craig Gleason rounded out the top-five finishers on his On Track Supply-backed Suzuki GSXR750.

"I had to work hard for this," Russell said. "I had good races with Doug (Chandler) all year and the Yosh boys made me work for it today." Russell also thanked his mechanics, Vic Fasola and Garth Mulkey.

The 750cc Supersport final began with Kirk taking the lead from the start. The ex-motocrosser led the field across the start/finish stripe on the first lap, but that would be his only shot at the lead spot.

Russell took over on the second lap and he immediately started to put a gap between himself and the battle for second which consisted of Yoshimura teammates Kirk and DuHamel. At this point, Lynch held a comfortable fourth ahead of Gleason, who in turn had breathing room over Danny Walker.

Kirk managed to hold DuHamel off until the sixth lap, but by this time Russell was some five seconds ahead. DuHamel managed to stretch his advantage over his teammate and the top five positions were set to the finish.

The real battle was between Walker, Tatsuro Arata, Robert Wright and Larry Schwartzbach - with three of the four riding Yamaha FZR600s as Wright proved to be the exception.

In the end, it was Walker prevailing over Arata, Wright and Schwartzbach.

"It hurts and I probably shouldn't be racing," Kirk said. CN

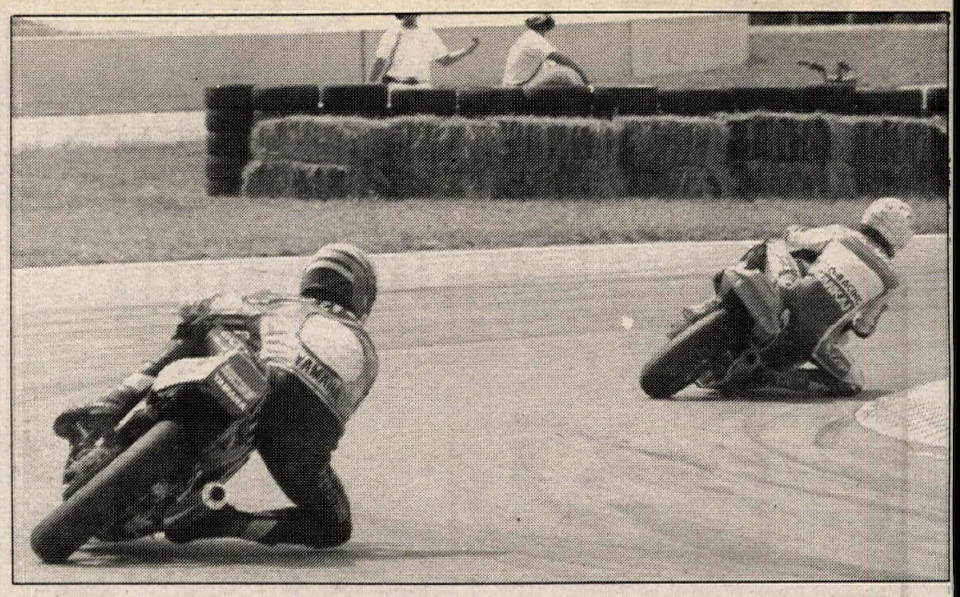
Results

HEAT 1: 1. Scott Russell (Kaw); 2. Miguel DuHamel (Suz); 3. Rick Kirk (Suz); 4. Tommy Lynch (Suz); 5. Craig Gleason (Suz); 6. John Jacob (Yam); 7. John Erdrich (Suz); 8. Gary Lenzmeier (Yam); 9. Matthew Greene (Yam); 10. Larry Schwartzbach (Yam); 11. Tod Hebert (Suz); 12. Michael Barnes (Yam); 13. Jeff Rheaume (Suz); 14. Sam McDonald (Suz).
Time: 9 min, 24.028 sec.
Distance: 5 laps, 12.5 miles.
Average Speed: 79.783 mph.
Margin of Victory: 6.834 sec.

HEAT 2: 1. Danny Walker (Yam); 2. Robert Wright (Suz); 3. Andrew Nobles (Suz); 4. David Rosno (Suz); 5. Mike Moores (Suz); 6. John Choate (Suz); 7. Scott Williams (Suz); 8. Suzanne Brightbill (Yam); 9. Roger Lundsten (Suz); 10. Gregory McKinstry (Yam); 11. Brad Peterson (Yam); 12. Doug Chandler (Kaw); 13. Tatsuro Arata (Yam); 14. Darin Chic (Yam).
Time: 9 min., 58.566 sec.
Distance: 5 laps, 12.5 miles.
Average Speed: 75.180 mph.
Margin of Victory: 5.672 sec.

750 S/S FINAL: 1. Scott Russell (Kaw); 2. Miguel DuHamel (Suz); 3. Rick Kirk (Suz); 4. Tommy Lynch (Suz); 5. Craig Gleason (Suz); 6. Danny Walker (Yam); 7. Tatsuro Arata (Yam); 8. Robert Wright (Suz); 9. Larry Schwartzbach (Yam); 10. Scott Williams (Suz); 11. Mike Moores (Suz); 12. John Jacob (Suz); 13. Andrew Nobles (Suz); 14. Brad Peterson (Yam).
Time: 26 min., 10.120 sec.
Distance: 14 laps, 35 miles.
Average Speed: 80.249 mph.
Margin of Victory: 6.940 sec.

750 S/SP POINT STANDINGS: 1. Scott Russell (141); 2. Doug Chandler (105); 3. Tommy Lynch (83); 4. Robert Wright (64); 5. Rick Kirk (62); 6. Craig Gleason (41); 7. Miguel DuHamel (36); 8. Ray Yoder Jr. (32); 9. (TIE) Kevin Rentzell/Glenn Barry (27).



Russell leads Thomas Stevens in their epic 600cc Supersport duel. Russell won with Stevens slowing on the final straightaway to allow David Sadowski to pass.

Russell stays alive in title chase

By Paul Carruthers
Photo by Werner Fritz

TOPEKA, KS, SEPT. 9

Muzzy Kawasaki's Scott Russell kept his slim 600cc Supersport Championship hopes alive by taking a hard-fought win at Heartland Park Topeka.

Although the margin of victory was officially 17.5 seconds, the race wasn't decided until the final corner.

Russell was hounded throughout the 14-lap race by Vance & Hines Yamaha's Thomas Stevens, but after a move in the final corner didn't work, Stevens coasted down the front straightaway, looking over his shoulder and waiting for his teammate David Sadowski. Then, in a rather blatant display of teamwork, Stevens let Sadowski motor by before the checkered flag, allowing Sadowski to pick up additional points toward what he hopes will be his first championship.

With one round remaining, Sadowski leads Russell, 109-101.

Sadowski also had his hands full until three corners from the end when his near race-long challenger Tatsuro Arata crashed his Moto Liberty-backed Yamaha FZR600. Fourth place was thus inherited by Larry Schwartzbach on the Performance Unlimited Yamaha. Danny Walker rounded out the top five on his Boulder Yamaha-sponsored FZR600.

Russell earned the pole position for Sunday's final by posting the fastest heat race win on Saturday. Stevens won the second heat race and the pair were joined on the front row by Sadowski and Jeff Farmer, the heat-race runners-up.

Russell grabbed the lead at the start of the final with Sadowski and Stevens in tow. Schwartzbach, Farmer, Barnes and Arata followed.

Russell would lead every time past the start/finish line, with Stevens only taking the lead twice in turn one. He would go in deep on the brakes, but then run wide, allowing Russell to regain the lead in turn two, the second part of the right/left chicane.

Sadowski lost touch with the leading duo and fell into the clutches of first Schwartzbach and then Arata. By the 12th lap, Arata and Sadowski had pulled clear of Schwartzbach, but Arata threw away his chances on the final lap in turn 12.

Schwartzbach rode in for a lonely fourth with Walker likewise in fifth. Barnes and Farmer battled to the flag with Barnes getting the better of the two-time winner in the final laps.

John Jacob, Mike Moores and John Ashmead rounded out the top-10 finishers.

"Thomas gave me all I could handle," Russell said. "I think he might have been playing with me, but we won."

When asked about his attempted pass in turn 14, Stevens said: "I just didn't want to knock him down. The biggest thing was to try and put pressure on Scott and make him make a mistake. He made a few, but not enough. Team orders are team orders and it's real important that Dave (Sadowski) wins the championship." CN

Results

HEAT 1: 1: 1. Scott Russell (Kaw); 2. David Sadowski (Yam); 3. Tatsuro Arata (Yam); 4. John Jacob (Yam); 5. Gary D'Alusio (Yam); 6. John Choate (Yam); 7. Gary Lenzmeier (Yam); 8. Will Balisky (Yam); 9. Mike Golden (Yam); 10. John Kappus (Yam); 11. Timothy Seebold (Kaw); 12. Darin Chic (Yam); 13. Jon Roberts (Yam).
Time: 9 min., 34.342 sec.
Distance: 5 laps, 12.5 miles.
Average Speed: 78.351 mph.
Margin of Victory: 3.118 sec.

HEAT 2: 1. Thomas Stevens (Yam); 2. Jeff Farmer (Yam); 3. Danny Walker (Yam); 4. Larry Schwartzbach (Yam); 5. Michael Barnes (Yam); 6. John Ashmead (Kaw); 7. Mike Moores (Yam); 8. Danny Roberts (Yam); 9. Scott Zampach (Yam); 10. Lance Nordby (Yam); 11. Brad Peterson (Yam); 12. Suzanne Brightbill (Yam); 13. Richard Koehler (Yam); 14. Matthew Greene (Yam); 15. Michael Parrotte (Yam).
Time: 9 min., 42.134 sec.
Distance: 5 laps, 12.5 miles.
Average Speed: 77.302 mph.
Margin of Victory: 3.393 sec.

600 S/S FINAL: 1. Scott Russell (Kaw); 2. David Sadowski (Yam); 3. Thomas Stevens (Yam); 4. Larry Schwartzbach (Yam); 5. Danny Walker (Yam); 6. Michael Barnes (Yam); 7. Jeff Farmer (Yam); 8. John Jacob (Yam); 9. Mike Moores (Yam); 10. John Ashmead (Kaw); 11. Gary Lenzmeier (Yam); 12. Brad Peterson (Yam); 13. Lance Nordby (Yam); 14. Will Balisky (Yam); 15. Mike Golden (Yam); 16. Tatsuro Arata (Yam); 17. Timothy Seebold (Kaw); 18. John Kappus (Yam); 19. Danny Roberts (Yam); 20. Gary D'Alusio (Yam); 21. John Choate (Yam).
Time: 26 min., 29.750 sec.
Distance: 14 laps, 35 miles.
Average Speed: 79.258 mph.
Margin of Victory: 17.560 sec.

600 S/S POINT STANDINGS: 1. David Sadowski (109); 2. Scott Russell (101); 3. Jeff Farmer (94); 4. Thomas Stevens (84); 5. Scott Zampach (66); 6. Mike Barnes (53); 7. Larry Schwartzbach (46); 8. Kevin Rentzell (44); 9. John Ashmead (31); 10. Mike Moores (30).

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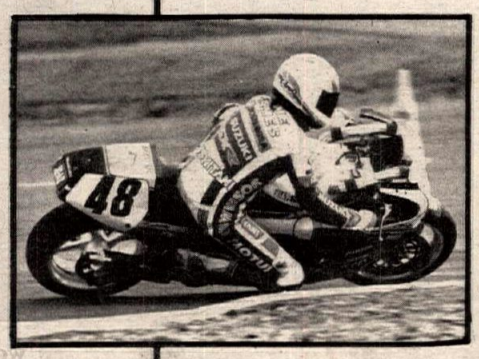

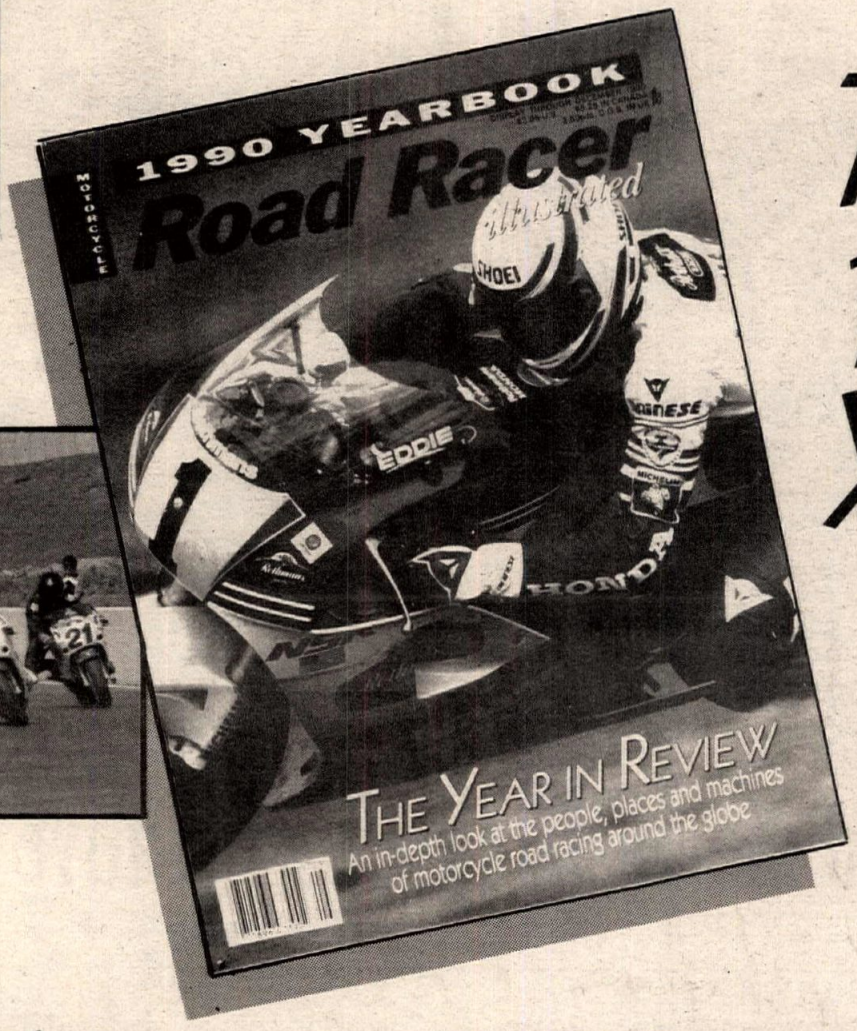

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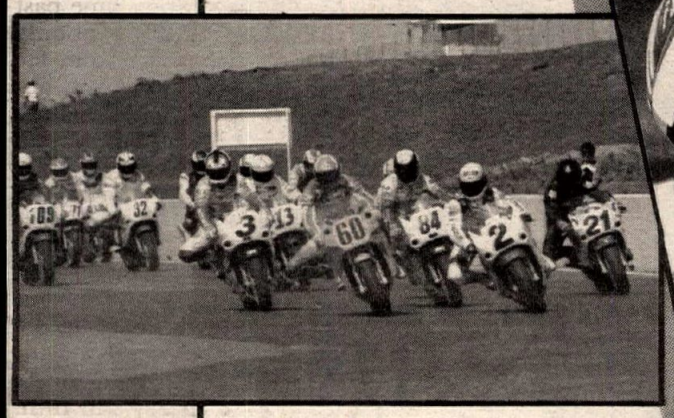

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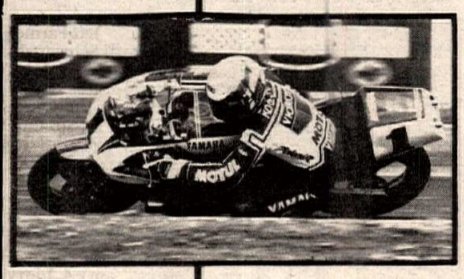

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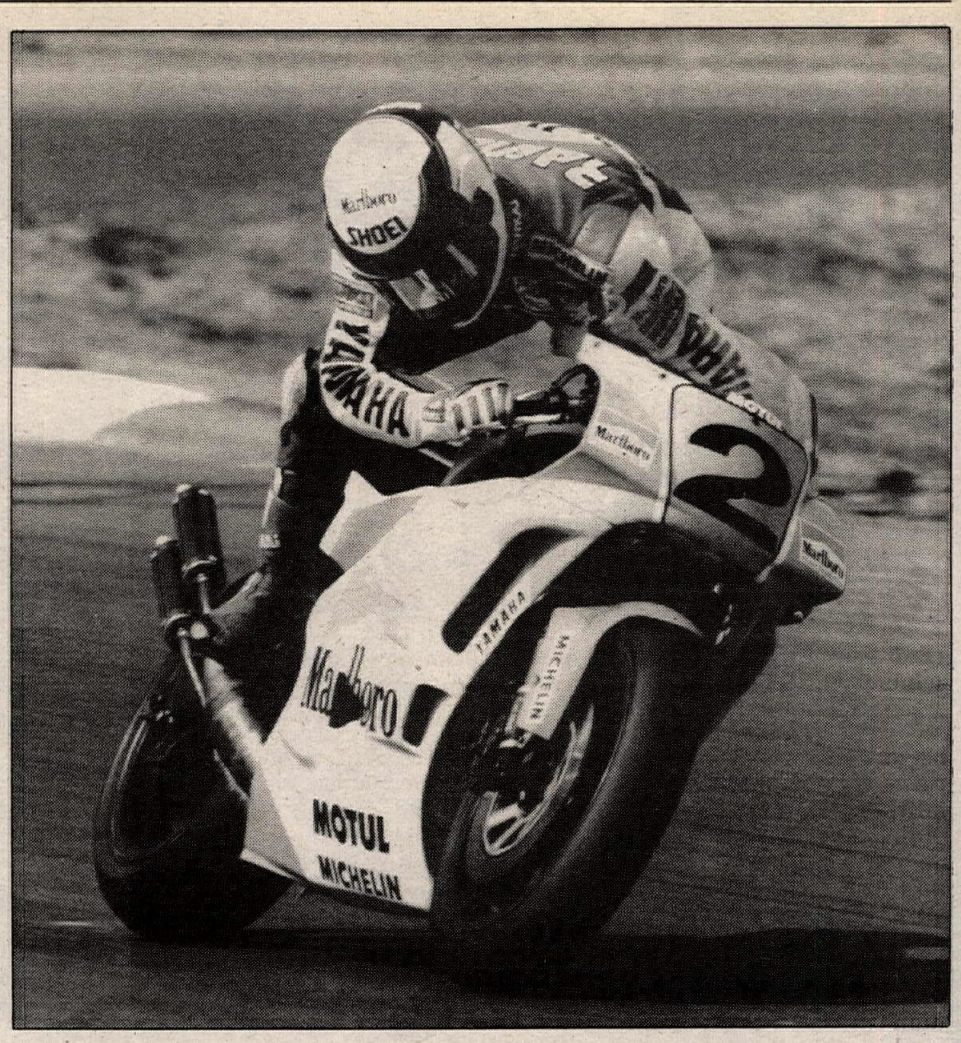
ROAD RACE World Championship Road Race Series: Round 14

Wayne Rainey (2) held off Michael Doohan (9) early, but the Australian found his way past at the halfway point and went on to win his first-ever 500cc GP.



Rainey suffered front brake problems late in the race and was forced to drop out. The Californian had already sewn-up the 500cc World Championship.

Doohan wins his first, Kocinski's hopes still alive in Hungary

By Henny Ray Abrams

BUDAPEST, HUNGARY, SEPT. 2

Rothmans Honda's Michael Doohan scored his first career 500cc Grand Prix victory in the Hungarian GP, a race most riders agreed shouldn't have been run and one that the top two riders in the world refused to take seriously.

From the beginning of the homologation process in late April, the 2.465-mile Hungaroring's suitability to host a Grand Prix was in question and those questions were again raised in two subsequent inspections by Doohan in late June and Marlboro Roberts Yamaha's John Kocinski just two weeks prior to the race. Doohan described the surface as the bumpiest he'd ever ridden on, said the curbs were too high, the white lines lining the track extended too far out, and bemoaned the lack of run-off area following the carousel first turn which, potentially, sent riders into a hill supporting a bridge. The white lines would be removed before the race.

The harping didn't stop when the riders got to the track and various meetings were held among the riders over the course of the weekend, the last taking place on the 500cc grid just before the start of the shortened race. Originally scheduled for 32 laps, it was cut to 28 by the clerk of the course for safety reasons.

What was finally agreed was that the homologation process was severely flawed, but that since they were there they should race and they did, though it was clear that with the 500cc World Championship decided a week earlier this race held little appeal for most.

Still, the 25-year-old was fastest from the first practice session onward and sped off in pursuit of newly-crowned World Champion Wayne Rainey at the start of the race, eventually passing him at the halfway point as the Yamaha rider's choice of front brakes — iron instead of carbon — proved to be his undoing. Rainey later admitted that had it been a more meaningful race, he wouldn't have used iron discs. Two laps from the end Rainey pulled into the pits, his brake lever coming back to the bar, his first DNF of the season, and ending his chance of being the first rider since Giacomo Agostini in 1968 to be on the podium in every race.

Inheriting second with Rainey's withdrawal, and finishing 25.442 seconds behind Doohan was Rainey's teammate Eddie Lawson whose appearance here was eagerly anticipated following his storming off after the previous week's Czechoslovakian GP. Lawson's manager, Gary Howard, who also manages Rainey and team owner Kenny Roberts, showed up in Hungary to keep the team together for the final two races and explore Lawson's options for 1991.

Team Lucky Strike Suzuki's Kevin Schwantz finished third, about 30 seconds behind Lawson and admittedly not riding 100%. "All week long my head wasn't in the game," the Texan said.

Fourth went to Rothmans Honda's Wayne Gardner, still slowed by a lack of feeling in his throttle hand following his two practice crashes the previous week with Ducados Yamaha's Juan Garriga fifth, mirroring his career best in the Czech round.

Doohan completed the 69.04-mile race in 49 minutes, 14.920 seconds at an average speed of 82.869 mph in front of a crowd generously estimated by organizers at 12,000. "There weren't 5000 people out there," Schwantz said.

Among the notable non-finishers were two veterans, Cagiva's Randy Mamola and Gauloises Blondes Yamaha's Christian Sarron. Mamola, riding in his last GP for Cagiva, had qualified sixth, but crashed in the third corner after getting squeezed on the start. His teammates Alex Barros and Ron Haslam finished ninth and 11th, respectively. Mamola was hoping to catch a ride for the season-ending Australian race; he had offers from Gauloises and ROC Honda, but Cagiva forbade it.

Sarron, at 35 the grand old man of racing and among the most liked, was feted with a retirement party on Friday night, but his performance on Sunday was less than sparkling. Choosing a tire that he was warned might not go the distance, the Frenchman pulled in on the 11th lap while running seventh in his last European GP.

Knowing that he had to win to keep any title hopes alive, Kocinski did just that in the 250cc race. Leading every inch of the race, Kocinski was flawless in earning his sixth victory of the year, crossing the line close to four seconds ahead of HB Honda's Helmut Bradl with championship leader Carlos Cardus of the Repsol Honda team third with rear tire troubles.

The win moved Kocinski to within five points of Cardus — 203 to 208 — with the final round in Australia to be run in two weeks time. If the result here is duplicated at Phillip Island, Kocinski is the champ, but second by Cardus, even with Kocinski winning, gives the title to the Spaniard. There has been talk of Yamaha enlisting help for Kocinski in the final race — Juan Garriga has been mentioned — but it doesn't appear likely.

If he were to get help it would have to come from his fellow Yamaha riders, Marlboro Agostini's Luca Cadalora and Alex Criville who, today, fought the best battle of the day, for fourth place, decided in favor of Cadalora in the final corner. Criville ended up fifth with Frenchman Dominique Sarron sixth on the Rothmans Honda.

The sidecar championship was decided at the Hungaroring. Rather it was decided off the track when two-time World Champion Steve Webster coasted down pit lane with a drive chain that had jumped off the rear sprocket. With Webster's retirement the title went to the Franco-British team of Alain Michel and Simon Birchall, who finished sixth.

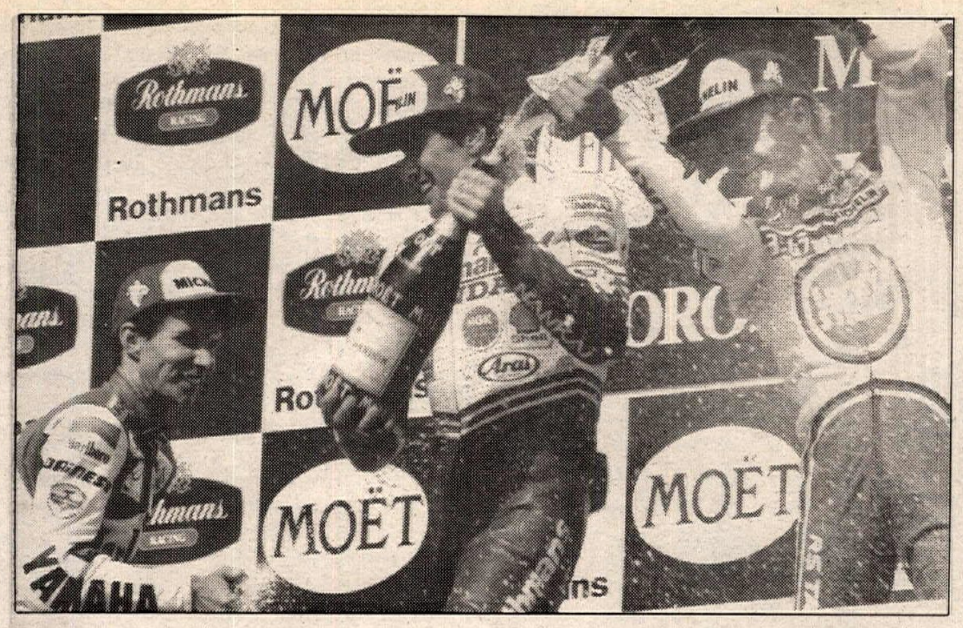
Winning their first race of the season was the Guedel/Guedel team in the self-sponsored LCR Yamaha. Former World Champions Rolf Biland and Kurt Waltisperg were second in the standings just a point ahead of Webster.

The 125cc race was, as usual, the best of the day, with six and seven riders going for the lead, passing and repassing every lap until at the end AGV Pileri Corse's Loris Capirossi prevailed. The young Italian took over the lead for good with seven laps to go beating Lucky Strike Elf's Heinz Luthi to the line by 1.161 seconds with Honda Semprucci's Bruno Casanova just .009 back in third. Fourth to sixth — Fausto Gresini, Hans Spaan, and Stefan Prein — were blanketed by .61 second.

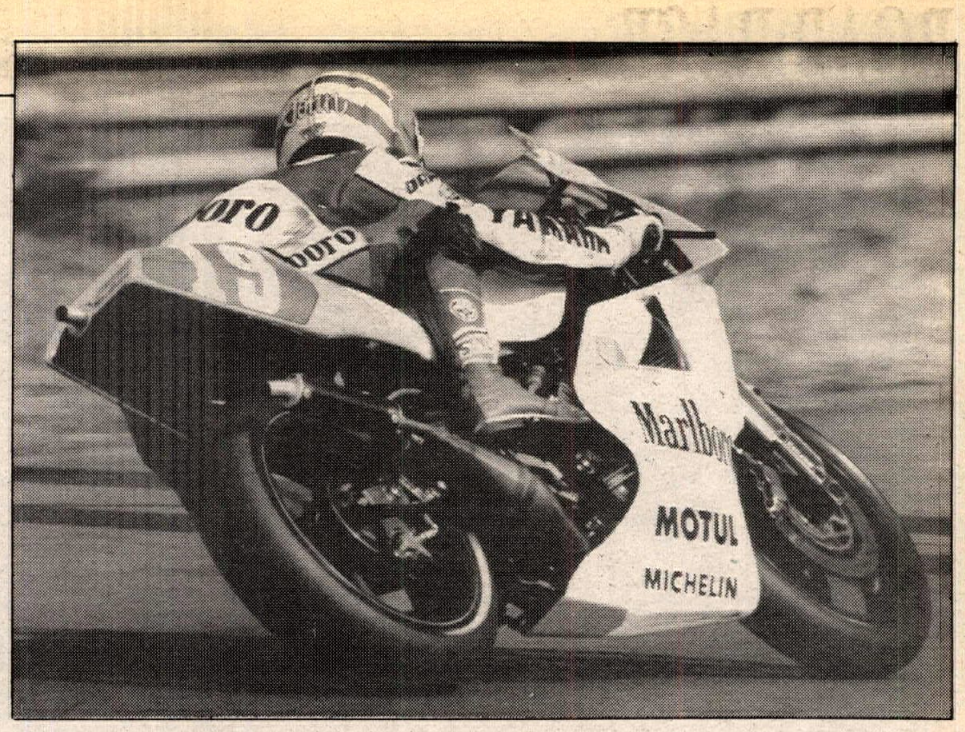
As they head for Australia, Prein leads Capirossi 169 to 162 with Spaan third at 160.

500cc Qualifying

Talk of a 500cc rider boycott had



(From left to right) Four-time World Champion Eddie Lawson, first-time GP winner Michael Doohan, and championship runner-up Kevin Schwantz celebrate.



John Kocinski was unstoppable in Hungary as he won his sixth 250cc Grand Prix of the season. He is five points behind Carlos Cardus with one round left.

Lawson (1) leads Wayne Gardner (10) early in the 500cc GP. Lawson went on to finish second with Gardner, still nursing a sore wrist, finishing fourth.

begun virtually from the time the riders arrived at the track, about 10 miles outside of the Hungarian capital of Budapest. When free practice began on Thursday, the riders stayed out for the full hour, but on their first pit stops all had the same feeling: It's okay to ride on, but not to race on.

In addition to the surface problems, the riders also felt that the track layout didn't suit the brutal horsepower of the modern 500. It was a stop-and-go circuit, they said, and they were using second, third, and fourth gears, mostly, using fifth gear only briefly.

Such tracks generally suit the quick-steering Suzuki, but it was the Honda of Doohan that was fastest from the first session to the last, improving with every outing until achieving a pole position time of 1:43.971, averaging 85.375 mph. It was Doohan's second career pole (his first was last year at Jerez) and the soft-spoken Australian was at a loss to explain it.

"I think . . . I think . . . I don't know what to think," he began. "It's just coping with the bumps on the circuit a lot better. For some reason it's allowing me to put the gas on over the bumps. I can't say I'm doing this or doing that. We just put some CR (motocross) suspension on it and went from there."

Despite having set fast time, Doohan's opinion of the track hadn't changed. "It's not really a race track. There's a bridge there that they would peel you off of if you hit it," he said, adding that, since they were there, the riders had an obligation to the fans, the sponsors, and the television contracts.

Second-fastest Lawson (1:44.546) agreed with Doohan that the riders had an obilgation to race, but added that "if they want us to race next year they should definitely resurface the whole track.

"The thing is here you've got to hold the bike up with the spring, but damping is so critical — if you're one click out on rebound or compression you're out of the ball park," he said. "But if we can get the front as good as we've got the rear, we'll be in there."

Just behind Lawson came Schwantz, denied his eighth pole position for two very good reasons. One was that he wasn't concentrating as intently as normal because of the safety issues and, secondly, the quick-trigger Suzuki was spinning even more violently than usual due to the bumps.

"I'm taking it easier than I normally do," Schwantz said. "I haven't had my head in practice the whole time. It's not really the suspension, it's the power the bike puts out. Seventy-five percent of the time the bike is spinning here real hard in the second and third gear corners. It's been kind of a struggle to get the bike to ride over the bumps so we're looking for a happy medium."

Newly-crowned World Champion Rainey was at the far end of the front row, relaxed that the championship was over and able to test some new engine parts in practice, a luxury he didn't have during his championship drive.

"The new engine is good in some parts, but it still needs some work," he said. Rainey was trying a cylinder spec that he'd used in the wet in Belgium to give more bottom end and more overrev, along with a lighter crank. Lawson had tried the cylinders in Brno, and they have been modified since then for more overrev.

"It's quite a different situation than I've been in all year." Rainey said. "I still want to go out and win."

The second row was led off by French veteran Sarron, competing in his last European GP in a career that started in 1977. There was some worry that the 35-year-old Frenchman would try to go out in a blaze of glory and suffer for it and he admitted that he couldn't resist the temptation. Tenth fastest going into the last session, he turned up the heat toward the end of qualifying and jumped to fifth with two smooth, yet quick laps.

"All week everybody's been telling me to take it easy, but in the last session I couldn't help trying a few fast laps," he said with a smile.

Next to Sarron was another rider who may have been in his last European GP. With Cagiva pulling out, Mamola is looking for a ride, though the prospects aren't exceedingly bright. But it didn't stop the team from continuing its technical development and the Cagiva sported a fairing that had two-inch long slots cut into it to aid in cooling and make it easier to change direction. Mamola has also gone to the Gardner-used brake setup of one carbon, one steel. The team chose to use the conventional aluminum frame, however, because there wasn't enough time to sort out the suspension on the new carbon-fiber model.

Seventh-fastest was Niall Mackenzie, struggling like all the others with the bumps, but glad to be getting all the best Michelin tires from the start of practice. Mackenzie, though he missed the first two races, is protecting fourth place in the championship, a finish that would be a career-best and an asset in landing a ride for next year. But he said he wasn't willing to take any risks and it was also known that he was suffering from torn muscles in his upper right arm.

The rider just behind Mackenzie in the points standings also happened to be just behind him in qualifying. Gardner had a physical problem of his own — a broken scaphoid in his right hand — and the constant braking and turning of the Hungaroring not only increased the pain, but also increased the swelling which cut off circulation to his hand causing a loss of feeling. Any hope Gardner had for a good finish was left on the Brno circuit when he crashed twice in practice.

"I can't hang onto the thing around here," Gardner said. "Brno is more like a motorway and you have time to rest. Here it's a lot of work and a lot of hard braking. Two laps is a long hard way for my wrist; 28 is going to be a long job." In addition, Gardner had received 27 micro-injections into his arm to control the swelling.

Of the top riders, Gardner was the least critical of the track surface. "I don't see the bumps as hazardous as danger goes. I think Laguna Seca is a lot more hazardous to rider safety," he said, continuing his constant criticism of the Monterey track.

The third row was led off by Spaniard Garriga followed by Englishman Carl Fogarty on the ROC Honda, Jean-Phillippe Ruggia and Campsa Honda's Sito Pons.

Fogarty found it amusing that he was in a riders meeting discussing track safety when earlier this summer he'd raced to victory on the Isle of Man. Ruggia said the race would be like a "body-building session" and Pons found that he still wasn't in the proper physical shape to be muscling a 500.

Twenty-one riders would start the race.

500cc GP

After five sighting laps the riders assembled on the grid to discuss their options. They'd found the track in much better shape than in the morning, mostly because it was dry and the sidecars had swept most of the oil-dry off.

But it was that morning session that had changed Rainey's mind on the front brakes. On a wet track, using intermediates, Rainey had chosen the more appropriate iron discs in the morning warm-up. He left them on for the race, a decision that would prove his ultimate undoing.

Rainey jetted into the lead followed by Lawson, Schwantz, Gardner and Doohan.

Positions shuffled the first few laps and on the sixth the race was set. Rainey was in front turning laps in the low to mid 1:45s and holding a two-second lead on Doohan, who, in turn, was about four seconds in front of Lawson. Even then Rainey was having trouble with the front end pushing and was unable to put additional space on Doohan.

Just behind the leading trio, Gardner was trying to hold back Schwantz, but his hand was going numb and he had to take it off the handlebar to shake life into it.

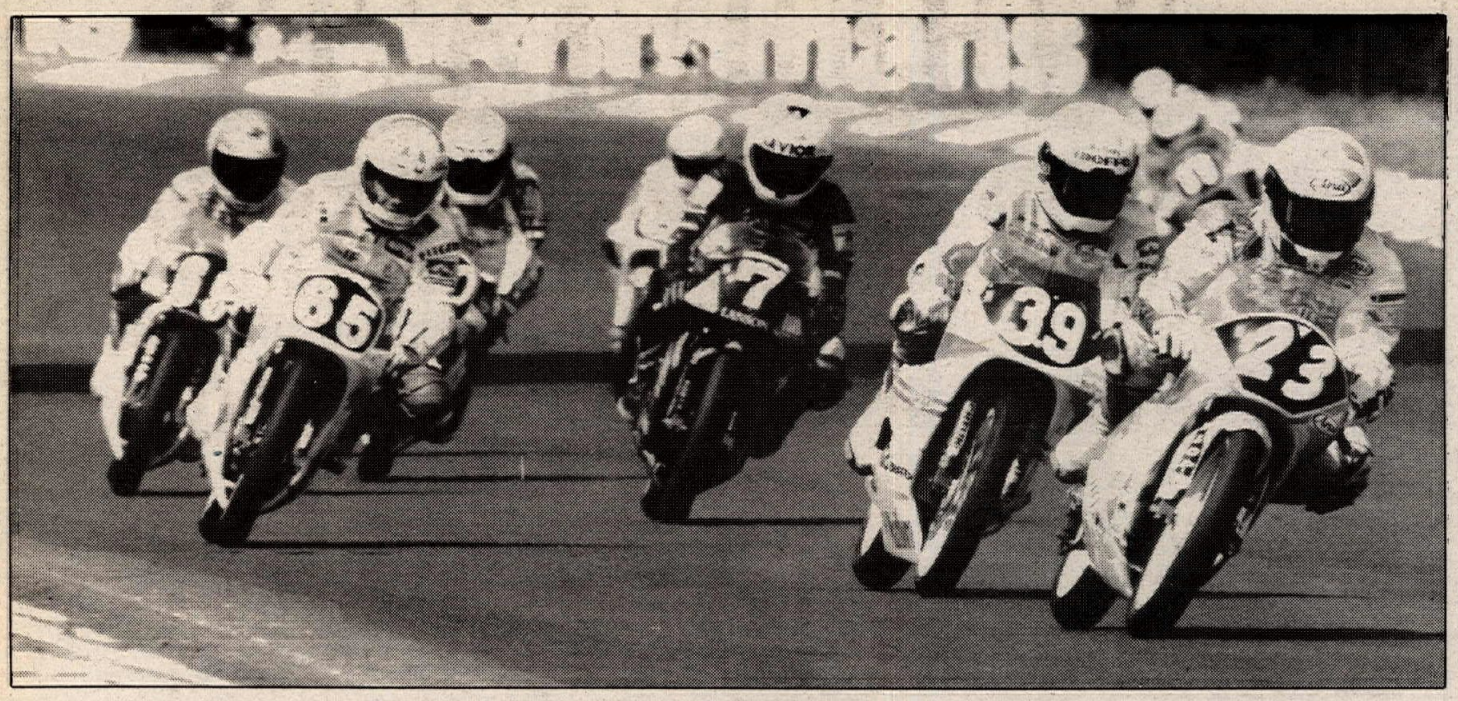
Sarron led Mackenzie and Fogarty, but would pull out when he realized he'd made a bad choice on the rear tire.

Schwantz dropped Gardner a spot on the 10th lap, moving into fourth, but with little hope of catching Lawson.

"We were struggling early on and again at the end," Schwantz would later admit.

At the halfway point in the 28-lap race, Doohan out-raced Rainey to the first turn, taking advantage of Rainey's

ROAD RACE World Championship Road Race Series: Round 14



Bruno Casanova (23), Alessandro Gramigni (39), Loris Capirossi (65) and Stefan Prein (7) do battle in the 125cc GP.

fading brakes. A lap later Doohan had already built up a two-second lead and it was obvious that Rainey was in no position to challenge.

"I just kept pumping the lever and it finally came back to the bar," Rainey said. "I slowed up and thought I could finish the race but there was nothing left." The last time he used iron brakes was in Sweden last year.

Curiously, Rainey's fastest lap came on the 16th in pursuit of Doohan, who'd set the new lap record on the lap he passed Rainey. Rainey pulled out with two laps to go, moving everyone behind him up a notch.

Gardner was alone in fourth, the battle for fifth not far behind him being waged among Mackenzie, Garriga, and Ruggia. Mackenzie was there for most of the race, but found that at half distance his right arm was becoming increasingly painful.

"I've been having trouble with a torn muscle in my upper right arm since the Swedish GP two races back," the 29-year-old Scotsman said. "I had intensive therapy here, and although it was very painful and troublesome when I was off the bike, it hadn't been giving me too much trouble when I was actually riding.

After being slowed by the pain, he said: "I eased off, and I thought I could hold off the Yamahas of Garriga and Ruggia behind me. Then all of a sudden they were on me and I could do nothing to prevent them from getting past."

Mackenzie dropped to sixth on the 27th lap, losing another spot to finish seventh, just ahead of Fogarty.

Garriga felt he lost about 10 seconds trying to get past Forgarty early on, his unorthodox lines through the corners causing him to exercise caution.

Of the 21 starters there were 16 finishers, the final five on private three-cylinder Hondas.

250cc Qualifying

Kocinski had been looking forward to racing on the tight and technical Hungaroring ever since he tested here prior to the Czech GP. He felt it was more of a rider's track where brute horsepower alone would not decide the outcome and he was confident of his ability to out-ride the best.

When qualifying ended he'd backed up his word, but just barely. His best lap of 1:45.952 was only .059 seconds faster than his arch-rival Cardus's with Martin Wimmer's Aprilia and Bradl's HB Honda all faster than the next Yamaha, that of Criville. Down 10 points with two races to go, Kocinski would need help in winning the championship and it didn't appear he would find it here, at least not from a Yamaha.

"It's important to win this one," he said, understating the case. "I want to try and ride my own race — get a good start and be right there. I don't want to be caught off guard."

Cardus agreed that a good start would be necessary. "With all the bumps there is only one line and it will be very difficult to pass," he said.

Of more importance to the Spaniard was his tires. There has been a troubling inconsistency in the construction of his Dunlops and he was nearly put on his head by an out of round tire on Saturday.

Jumping from 14th to third fastest on Saturday was the embattled Wimmer. He'd been chosen to assist in the track homologation in April when rider rep Sito Pons was prevented from attending by previous business and was now realizing his mistake.

"In a way I feel responsible for the problems because I homologated the track," Wimmer said. "Now I know that in the future we must test a circuit on a motorcycle before we can give the go-ahead. What may look okay when you test a track on foot, is very different when you race a GP bike on the track."

As for assessing his sudden mastery of the track, he was clueless.

"We have been fast, but we don't know why. That lap was the first time I had tried hard on the bike we have been experimenting with a lot here. We have been making many changes on the suspension and that obviously worked," Wimmer said.

Fourth-fastest Bradl found the bumps especially unsettling to the right ankle which he broke in June. "I can do five laps or so no problem and then the pain comes and it just gets worse and worse," he said. "So in the race I think I will have to settle for a few points because I probably won't be able to keep a fast pace all the time."

The two Marlboro Agostini Yamahas were fifth and sixth fastest, Criville .077 second faster than Cadalora, despite a fourth-session crash. Cadalora, who's had problems with machine setup all year, made a mistake in the final session which cost him at least a place on the grid.

"I tried a wider rear wheel rim, but I didn't change any of the other chassis settings and that was a mistake," he said, adding that he thought it would make the tire last longer in the race.

Rothmans Honda's Dominique Sarron was eighth-fastest having lost time when he broke an engine in the final session while ninth-fastest Adrien Morillas had gained nearly a second on the Gauloises Blondes Aprilia after trying one of the best Dunlop rear tires.

250cc GP

There was no way Kocinski could control what happened behind him. His only hope was to make a quick start and hope someone got in front of Cardus and that's exactly what happened. At the flash of the green Kocinski was gone never to be headed.

"After two laps my pit board already said plus one," Kocinski would later say. The only question was whether he could be caught.

The first to try was Wimmer, but as in Brno, his engine seized slightly, causing him to lose some top speed and drop from second to seventh. Bradl was the next to give chase, but couldn't put a dent in Kocinski's lead, which grew to nearly two seconds by the 10th lap as he lapped in the high 1:46 range, about a second slower than he qualified.

Cardus moved into third on the third lap, the same lap Bradl took second, and the podium was set. Gradually, Bradl pulled away from his fellow Honda rider until it became apparent that there were no team orders. If Bradl were to slow drastically, as he did in Brno with tire trouble, it would have been too obvious. What might have slowed him was the pain in his ankle, but he perservered.

"The pain got worse and worse after five laps," Bradl, who was wearing a special boot to give the ankle more support, said, "I just gritted my teeth and kept going. The bike was really fast, though, which helped make up for the physical problems."

Cardus wasn't expecting Bradl to slow. "Honda riders defend their own interests," he would later say. "I ride for Repsol, Bradl for HB, Sarron for Rothmans. These are lease bikes and you can't expect anyone in someone else's colors to help you out. If I had gotten help I would have been surprised."

As had been anticipated, Cardus was slowed by a defective rear tire. He said he'd tried to follow Bradl, but couldn't keep up. "I knew then I wasn't going to catch them," he said.

Yet he was able to stay clear of the race's best scrap, the one for fourth. Waged among the two Marlboro Agostini riders and Rothmans' Sarron, it gave the impression that the World Championship was at stake. The trio swapped places 11 times over the course of the final 21 laps with the battle finally coming down to the Yamahas after Sarron was slowed by a fever that he'd been fighting all weekend.

"He was sick the whole night and didn't sleep," his crew chief Herve Poncharel said. "I woke him just before the 250cc start and he still had a bit of a fever. He stayed with Luca and Criville, but when he came in he fell off the bike at the end and asked for sugar."

Leading going into the final corner, Criville got into a big wobble, was nearly thrown from the saddle, and Cadalora slipped underneath him for fourth. Criville held onto fifth with Sarron sixth, some 13 seconds back after having lost touch just five laps from the end.

Lucky Strike Elf Honda's Jacques Cornu got the better of a race-long duel with Wimmer to take seventh, though Wimmer was happy to save his fifth place in the championship. CN

Results

125 QUALIFYING: 1. Bruno Casanova (1.52.300); 2. Doriano Romboni (1.52.587); 3. Stefan Prein (1.52.756); 4. Rene Waldmann (1.52.930); 5. Hans Spaan (1.53.301); 6. Jorge Martinez (1.53.083); 7. Loris Capirossi (1.53.160); 8. E. Cuppini (1.53.225); 9. Hans Luethi (1.53.382); 10. Fausto Gresini (1.53.417); 11. Mauro Vitali (1.53.586); 12. Gabriele Debbia (1.53.668); 13. Robin Appleyard (1.53.676); 14. Steven Patrickson (1.53.800); 15. Alex Gramigni (1.53.836); 16. Dirk Raudies (1.54.340); 17. Hans Koopman (1.54.580); 18. A. Sanchez (1.54.599); 19. S. Kurfiss (1.54.658); 20. Manuel Hernandez (1.54.798); 21. Stefan Dorflinger (1.54.854); 22. Julian Miralles (1.55.003); 23. B. Hassaine (1.55.288); 24. T. Rinne (1.55.320); 25. Manuel Herreros (1.55.376); 26. K. Wada (1.55.416); 27. Flemming Kistrup (1.55.424); 28. Alan Scott (1.55.442); 29. Johnny Wickstrom (1.55.530); 30. J. Van Dongen (1.55.582); 31. H. Unemoto (1.55.671); 32. A. Waibel (1.55.714); 33. S. Bragger (1.55.784); 34. P. Galvin (1.55.797); 35. F. Torronteg (1.56.252); 36. Hans Abold (1.56.323).

250 QUALIFYING: 1. John Kocinski (1.45.952); 2. Carlos Cardus (1.46.011); 3. Martin Wimmer (1.46.5549); 4. Helmut Bradl (1.46.743); 5. Alex Criville (1.46.861); 6. Luca Cadalora (1.46.928); 7. Dominique Sarron (1.46.976); 8. Jacques Cornu (1.47.179); 9. Adrian Morillas (1.47.226); 10. Renzo Colleoni (1.47.629); 11. Masahiro Shimizu (1.47.657); 12. Alberto Puig (1.47.715); 13. Loris Reggiani (1.47.779); 14. Paolo Casoli (1.48.044); 15. Jochen Schmid (1.48.044); 16. Wilco Zeelenberg (1.48.135); 17. Jorge Martinez (1.48.457); 18. Didier de Radigues (1.48.475); 19. Marcellino Lucchi (1.48.479); 20. Jean Barresi (1.48.722); 21. Bruno Haenggeli (1.48.866); 22. Alex Borgonovo (1.49.292); 23. J.P. Jeandat (1.49.751); 24. Alex Preining (1.49.901); 25. Bruno Kassner (1.50.112); 26. Patrick Igoa (1.50.408); 27. Harald Eckl (1.50.525); 28. Eric Neumair (1.50.883); 29. Jean Foray (1.50.918); 30. Carlos Lavado (1.51.162); 31. Peter Linden (1.52.214); 32. Uri Jucker (1.52.622).

500 QUALIFYING: 1. Michael Doohan (143.971); 2. Eddie Lawson (1.44.546); 3. Kevin Schwantz (1.44.631); 4. Wayne Rainey (1.44.881); 5. Christian Sarron (1.45.327); 6. Randy Mamola (1.45.535); 7. Niall Mackenzie (1.45.547); 8. Wayne Gardner (1.45.671); 9. Juan Garriga (1.46.061); 10. Carl Fogarty (1.46.256); 11. J.P. Ruggia (1.46.324); 12. Sito Pons (1.46.753); 13. Ron Haslam (1.47.255); 14. Alex Barros (1.477.789); 15. Marco Papa (1.48.838); 16. Eddie Laycock (1.50.227); 17. R. Nicotte (1.50.703); 18. Peter Linden (1.52.772); 19. K. Truchess (1.53.027); 20. Andy Leuthe (1.53.442); 21. M. Trosch (1.53.880); 22. Kees Doorakkers (1.54.135).

SIDECAR QUALIFYING: 1. Michel/Birchall (1.48.397); 2. Guedel/Guedel (1.48.517); 3. Webster/Simmons (1.48.589); 4. Egloff/Egloff (1.49.011); 5. Biland/Waltisperg (1.49.151); 6. Kumano/Roesinger (1.49.305); 7. Kumagaya/Hougton (1.49.578); 8. Streuer/DeHaas (1.50.156); 9. Abbott/Smith (1.50.439); 10. Klaffens/Parzer (1.50.652); 11. Jones/Brown (1.50.776); 12. Bohnhorst/Boettcher (1.50.801); 13. Brindley/Parker (1.50.990); 14. Wyssen/Wyssen (1.51.206); 15. Stoelzle/Stoelzle (1.51.335); 16. Van Kempen/Kuyt (1.51.774); 17. Smith/Smith (1.51.825); 18. Thomas/Strevens (1.52.511); 19. Scherer/Hiller (1.52.667); 20. Gallros/Berglund (1.52.679); 21. Zurbruegg/Zurbruegg (1.52.728); 22. Progin/Irlam (1.53.040); 23. Baker/Essaff (1.53.463); 24. Howles/Yarwood (1.53.475); 25. Bosinger/Markwalder (1.53.748); 26. Stirrat/Prior (1.54.279); 27. Huegli/Haenni (1.54.549); 28. Burcombe/Whiteside (1.55.699).

125 GP: 1. Loris Capirossi (AGV); 2. Hans Luethi (Hon); 3. Bruno Casanova (Hon); 4. Fausto Gresini (Hon); 5. Hans Spaan (Hon); 6. Stefan Prein (Hon); 7. E. Cuppini (Hon); 8. A. Gramigni (Apr); 9. Gabriele Debbia (Apr); 10. Robin Appleyard (Hon); 11. Hans Koopman (Hon); 12. K. Wada (Hon); 13. Dirk Raudies (Hon); 14. Steven Patrickson (Hon); 15. A. Sanchez (Cob); 16. T. Rinne (Hon); 17. M. Hernandez (Hon); 18. H. Unemoto (Hon); 19. Stefan Kurfiss (Hon); 20. Johnny Wickstrom (Cob); 21. Flemming Kistrup (Hon); 22. Bruno Hassaine (Hon); 23. Hans Abold (Hon); 24. P. Galvin (Hon); 25. J. Van Dongen (Hon); 26. Rene Waldmann (Cob); 27. S. Bragger (Apr); 28. F. Torronteg (Hon); 29. Mauro Vitali (Gaz); 30. Doriano Romboni (Hon); 31. Alan Scott (Hon); 32. Julian Miralles (Cob); 33. Manuel Herreros (Cob); 34. Stefan Dorflinger (Apr); 35. Jorge Martinez (Cob); 36. Alex Waibel (Hon).
Time: 45 min., 49.954 sec.
Distance: 24 lap, 59.043 miles.

Average Speed: 77.294 mph.
Margin of Victory: 1.161 sec.
Fastest Lap: Bruno Casanova, 1:52.866, 78.469 mph.

250 GP: 1. John Kocinski (Yam); 2. Helmut Bradl (Hon); 3. Carlos Cardus (Hon); 4. Luca Cadalora (Yam); 5. Alex Criville (Yam); 6. Dominique Sarron (Hon); 7. Jacques Cornu (Hon); 8. Martin Wimmer (Apr); 9. Wilco Zeelenberg (Hon); 10. Loris Reggiani (Apr); 11. Paolo Casoli (Yam); 12. Renzo Colleoni (Apr); 13. Didier de Radigues (Apr); 14. Jochen Schmid (Hon); 15. Bruno Haenggeli (Apr); 16. Jean Barresi (Yam); 17. J. Jeandat (Hon); 18. Harald Eckl (Apr); 19. Alex Preining (Rtx); 20. Bruno Kassner (Hon); 21. Jean Foray (Yam); 22. U. Jucker (Yam); 23. Adrian Morillas (Apr); 24. Jorge Martinez (Cob); 25. Marcellino Lucchi (Apr); 26. Masahiro Shimizu (Hon); 27. Patrick Igoa (Apr); 28. Eric Neumair (Yam).
Time: 50 min., 2.170 sec.
Distance: 28 laps, 69.04 miles.
Average Speed: 82.788 mph.
Margin of Victory: 3.986 sec.
Fastest Lap: John Kocinski, 1:46.266, 83.532 mph.

500 GP: 1. Michael Doohan (Hon); 2. Eddie Lawson (Yam); 3. Kevin Schwantz (Suz); 4. Wayne Gardner (Hon); 5. Juan Garriga (Yam); 6. J.P. Ruggia (Yam); 7. Niall Mackenzie (Suz); 8. Carl Fogarty (Hon); 9. Alex Barros (Cag); 10. Sito Pons (Hon); 11. Ron Haslam (Cag); 12. Marco Papa (Hon); 13. R. Nicotte (Hon); 14. Eddie Laycock (Hon); 15. M. Trosch (Hon); 16. Kees Doorakkers (Hon); 17. W. Rainey (Yam); 18. K. Truchess; 19. Christian Sarron (Yam); 20. Andy Leuthe (Hon); 21. Randy Mamola (Cag).
Time: 49 min., 14.920 sec.
Distance: 28 laps, 69.04 miles.
Average Speed: 82.869 mph.
Margin of Victory: 25.442 sec.
Fastest Lap: Michael Doohan, 1:44.390, 85.034 mph.

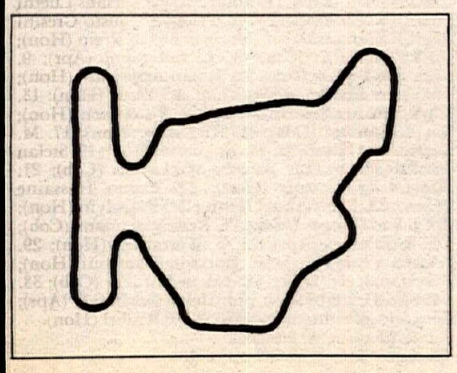
SIDECAR GP: 1. Guedel/Guedel (Yam); 2. Biland/Waltisperg (LCR); 3. Streuer/Whiteside (Yam); 4. Abbott/Smith (LCR); 5. Kumano/Roesinger (LCR): 6. Michel/Birchall (LCR); 7. Egloff/Egloff (Yam); 8. Kumagaya/Hougton (LCR); 9. Brindley/Parker (Yam); 10. Klaffenb/Parzer (LCR); 11. Bohnhorst/Boettcher (LCR): 12. Jones/Brown (LCR); 13. Stoelzle/Stoelzle (LCR); 14. Smith/Smith (LCR); 15. Gallros/Berglund (Yam); 16. Baker/Essaff (LCR); 17. Howles/Yarwood (LCR); 18. Progin/Irlam (LCR): 19. Thomas/Strevens (LCR); 20. Scherer/Hiller (LCR); 21. Van Kempen/Kuyt (LCR); 22. Webster/Simmons (Yam); 23. Bosinger/Markwalder (LCR).
Time: 44 min. 06.154 sec.
Distance: 24 laps, 59.18 miles.
Average Speed: 80.51 mph.
Margin of Victory: 1.529 sec.
Fastest Lap: Guedel, 1:49.009, 81.246 mph.

125 POINT STANDINGS: 1. S. Prein (169); 2. L. Capirossi (162); 3. H. Spaan (160); 4. D. Romboni (115); 5. D. Raudies (103); 6. J. Martinez (102); 7. F. Gresini (91); 8. B. Casanova (86); 9. (TIE) A. Gramigni/A. Stadler (77); 11. H. Luethi (72); 12. G. Debbia (55); 13. M. Vitali (44); 14. J. Miralles (41); 15. (TIE) K. Takada/M. Hernandez (39); 17. S. Patrickson (32); 18. A. Waibel (31); 19. H. Unemoto (30); 20. R. Milton (26); 21. R. Appleyard (23); 22. R. Waldmann (19); 23. K. Wada (18); 24. E. Cuppini (15); 25. F. Torronteg (14); 26. J. Wickstrom (13); 27. Y. Ichiniya (8); 28. (TIE) H. Koopman/S. Kurfiss (7); 30. (TIE) Y. Hinokio/D. Brigaglia (6); 32. (TIE) F. Yamazaki/T. Feuz (5); 34. (TIE) N. Wakai/F. Kistrup (3); 36. S. Satoh (2); 37. (TIE) A. Sanchez/S. Edwards/J. Mariano/A. Scott (1).

250 POINT STANDINGS: 1. C. Cardus (208); 2. J. Kocinski (203); 3. L. Cadalora (169); 4. H. Bradl (133); 5. M. Wimmer (118); 6. W. Zeelenberg (116); 7. M. Shimizu (92); 8. J. Cornu (86); 9. J. Schmid (85); 10. D. Sarron (72); 11. A. Criville (66); 12. L. Reggiani (63); 13. D. Deradigues (57); 14. R. Roth (52); 15. C. Lavado (37); 16. (TIE) P. Casoli/A. Puig (32); 18. A. Preining (30); 19. A. Morillas (22); 20. M. Lucchi (19); 21. R. Colleoni (17); 22. H. Eckl (13); 23. (TIE) T. Honma/C. Catalano (10); 25. (TIE) T. Harada/A. Borgonova (9); 27. (TIE) N. Aoki/J. Martinez/A. Rota (8); 30. M. Taguchi (7); 31. T. Udagawa (6); 32. N. Mackenzie (5); 33. (TIE) B. Haenggeli/J. Suzuki/J. Jeandat/B. Kassner/J. Barresi (4); 38. (TIE) R. Oliver/A. Carter (3); 40. (TIE) K. Mitchell/U. Jucker (2); 42. (TIE) Y. Nukumi/J. Foray (1).

500 POINT STANDINGS: 1. W. Rainey (240); 2. K. Schwantz (188); 3. M. Doohan (162); 4. N. Mackenzie (129); 5. W. Gardner (118); 6. J. Garriga (111); 7. J. Ruggia (110); 8. E. Lawson (105); 9. C. Sarron (84); 10. S. Pons (67); 11. A. Barros (57); 12. P. Chili (56); 13. R. Mamola (55); 14. M. Papa (49); 15. R. Haslam (46); 16. K. Doorakkers (35); 17. E. Laycock (25); 18. C. Fogarty (24); 19. N. Schmassman (23); 20. P. Linden (15); 21. K. Magee (13); 22. K. Truchess (12); 23. T. Taira (10); 24. A. Leuthe (8); 25. S. Itoh (7); 26. R. Balbi (6); 27. (TIE) M. Valdo/H. Miyagi/N. Fujiwara (5); 30. (TIE) R. Nicotte/S. Katayama (4); 32. (TIE) O. Hiwatashi/H. Butz (3); 34. (TIE) M. Trosch/V. Scatola (1).

SIDECAR POINT STANDINGS: 1. A. Mitchell (178); 2. E. Streuer (167); 3. S. Webster (166); 4. R. Biland (134); 5. P. Guedel (125); 6. S. Abbott (117); 7. Y. Kumagaya (115); 8. M. Egloff (114); 9. M. Kumano (89); 10. A. Zurbruegg (82); 11. D. Jones (71); 12. R. Bohnhorst (48); 13. T. Van Kempen (47); 14. F. Stoenlzle (37); 15. B. Brindley (35); 16. (TIE) K. Klaffenb/R. Progin (30); 18. B. Smith (27); 19. T. Wyssen (24); 20. B. Gallros (18); 21. T. Baker (16); 22. B. Scherer (11); 23. K. Howles (8); 24. W. Stropek (6); 25. G. Thomas (3); 26. H. Huegli (2).



California Trail Rides Presents The

CYCLE NEWS

DISTRICT 37 DUAL SPORT AMA

Dual Sport Jamboree

AMA AMERICAN MOTORCYCLIST ASSOCIATION

An AMA D-37 Dual Sport Poker Run starting in the Barton Flats area of the San Bernardino National Forest.

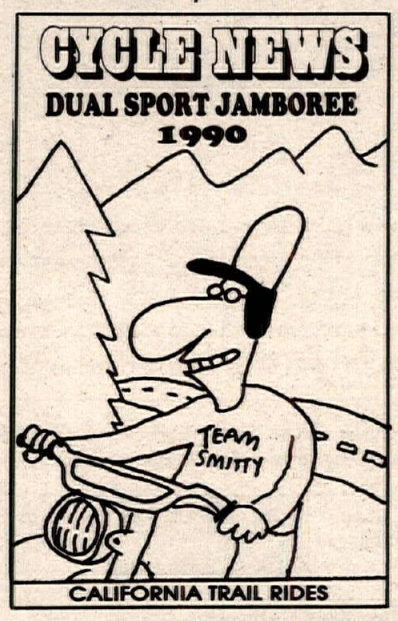
Sunday, September 23, 1990

Open to Street Legal Trailbikes Only. Spark Arrestor Required.

TWO TRAIL OPTIONS

Short Course: A fun and easy 100 mile loop on pavement, trails and dirt roads in the scenic National Forest. Recommended for beginner/novice riders, two-up entries and big twins.

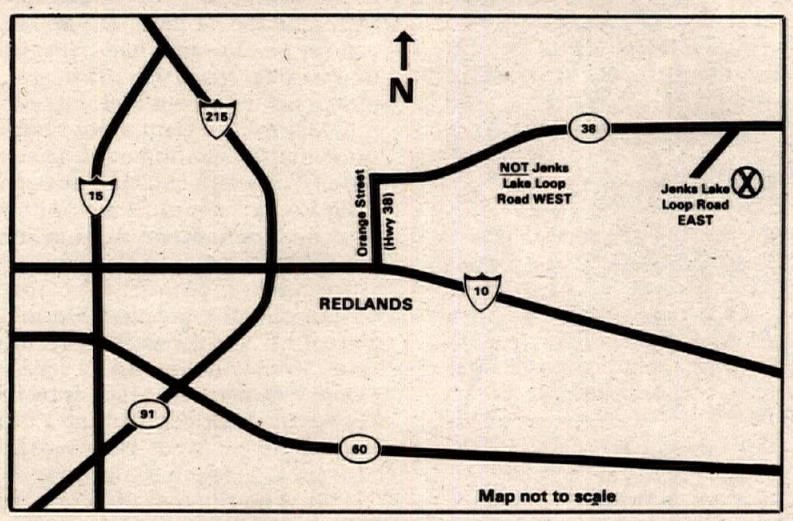
Long Course: Includes an additional 50 mile loop of challenging Dual Sport riding. Recommended for experienced riders. 150 miles total.



FREE BARBEQUE

FREE BBQ at Finish for All Entrants.
Nominal Charge for Non-Entrants.

PRIZES PRIZES PRIZES



Come up and enjoy the entire weekend! We'll be gathering on Saturday in the group camping area (no water or hookups) off East Jenks Lake Loop Road in the Barton Flats area. Hiking, fishing and other outdoor activities are nearby.

Many new motorcycles will be on display, including new Dual Sport models from Suzuki and ATK which will be available for test rides on Saturday and Sunday.

No unlicensed, not-street legal riding allowed in campground.

Start time for the CYCLE NEWS Dual Sport Poker Run is 7:00 to 9:00 a.m., Sunday, Sept. 23.

Roll Charts provided. Bring your roll chart holder. Navigation by mileage.

ENTRIES ARE LIMITED! Mail Entry Recommended

Entry Fees: Mail: $20 (Includes $5 D-37 Surcharge) $12 Passenger — Post: $25 (Includes $5 D-37 Surcharge) $17 Passenger

Send Entry with Name, Address, AMA Number, D-37 Dual Sport number and TWO SELF-ADDRESSED, STAMPED ENVELOPES to:

CALIFORNIA TRAIL RIDES • 9542 Flower Street, Number 1 • Bellflower, CA 90706 • INFO: (213) 867-7429

Entry Form

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
PHONE NUMBER ( ) _____ BIKE MAKE _____ CC _____
AMA NUMBER _____ D-37 DUAL SPORT NUMBER _____

I understand that my street licensed motorcycle must comply with all California motor vehicle equipment laws. Motorcycles must have current registration, meet sound requirements, carry liability insurance and be equipped with SPARK ARRESTOR, turn signals, horn, mirror, etc.

SIGNATURE _____

In addition to entered riders, approximately how many extra members of your group will be attending the barbeque (nominal charge) _____.

SUZUKI Official Bike of CALIFORNIA TRAIL RIDES

YAMAHA COUNTDOWN DIRT RIDER ACERBIS DURA LUBE WHITE Brothers FLANDERS NEAL ENTERPRISES TORRANCE, CAL JT USA KALGARD IMS PROGRESSIVE SUSPENSION

ROAD RACE WERA Pro Series: Round 8

Mike Smith's (6) first win of the season came in Memphis, increasing his championship points lead over Rich Oliver, 127-107.

Runner-up Donald Jacks (left) and third-place finisher Kurt Hall (right) flank Smith in the winner's circle. The race marked Smith's and Jacks' best performances.

Smith won't be a winless champ with Memphis victory

By Larry Lawrence

MILLINGTON, TN, SEPT. 2

Team Valvoline Suzuki rider Mike Smith finally broke through to victory in round eight of the WERA Formula USA Series held at Memphis International Motorsports Park. In the near 100-degree heat of Memphis there was no stopping the series points leader from Canon. Georgia. Smith did it all at Memphis: He set quickest time in practice, won his heat race, earned pole position, and then dominated the race.

Floridian Donald Jacks turned in his best performance of the year by finishing second on his Mitch Marquibuilt Suzuki GSXR1100. Third was defending Memphis winner and F-USA Champ Kurt Hall. It was the first time this season that a single brand (Suzuki) swept the top-three F-USA finishing positions.

Coming into this series round, Smith held a 14-point lead over Team Marlboro Roberts Yamaha rider Rich Oliver. With only three races remaining, Smith knew that if he could finish ahead of Oliver he could almost cruise home to the Championship. And Oliver wasn't thrilled with his prospects.

"Hopefully, I'll stay close enough in the points to make a run at him when we get a 500cc GP bike for the last two races. It's going to be tough to do well here because of the long straightaway," said Oliver, who still sounded a positive note: "My riding has definitely improved. Learning to cope with faster bikes (of his competition) has made me a more aggressive rider."

Scott Gray and Rick Kirk were present, but their usual sponsor Yoshimura wasn't. Gray picked up a ride on a Suzuki GSXR1100 superbike owned by Ronnie McIntyre of Suzuki of Corpus Cristi (Texas), while Kirk was given a ride on the Human Race Team Yamaha FZR1000. HRT Captain Dave Zupan's decision to give the F-USA ride to Kirk instead of to regular rider Andy Fenwick was a financial one.

"Hopefully, Kirk can put the bike in the winner's circle. The team could really use the money," Zupan said.

Gray, on the other hand, just wanted to race. He paid his own way and rented the bike from McIntyre to make the Memphis event. Gray expressed hope that he would be riding the bigboreYoshimura Suzuki nicknamed "Big Poppa" again in the final round of the series at Road Atlanta in early November.

In Saturday morning practice, Smith was untouchable. He took the Valvoline Suzuki to near-record lap times in the one-minute, seven-second range. Teammate Hall was second fastest in practice, turning a 1:09.32, while Oliver, Mike Harth and Gray also turned laps in the 1:09 range.

Hall won the first of Sunday morning's two five-lap heat races following a tight scrap with Moto-Liberty Yamaha rider Tatsuro Arata. Northern Californian Jeff Hagan rode an exceptional race to hold off Oliver for third place.

The second heat was all Smith. He beat out Harth and Jacks to win the faster of the two heats by nearly five seconds. Harth's Yamaha FZR1000-powered Team Mad Dog OW01 finished the race, but a nasty sounding rod knock meant he'd miss the final.

If there was any question left that Smith could win the final, it was quelled by the second lap. Smith immediately raced away from teammate Hall, who in turn was being pressured by Arata and Jacks. By lap five of the 25-lap final, Jacks had drafted his way into second place. Oliver moved up to join the battle between Hall and Arata.

A couple of seconds behind the battle for third was a tussle for sixth place involving Gray, Kirk, Fritz Kling and Kevin Rentzell. Gray's new ride was plenty fast, but not nearly on par with "Big Poppa."

Kling dropped out of that battle when his bike began to smoke badly on lap eight. Kling raised his hand in the air and nursed the bike into the pits. A lap later it was Hagan's bike that quit as he battled Robbie Petersen and Wes Cooley for 10th.

Smith's lead over Jacks at the halfway point was the biggest of the race, at six seconds. During that time, Smith turned a couple of laps at 1:07.7, a second faster than the times turned by Jacks.

Then, as Smith described it, "All hell broke loose.". First, oil flags were displayed at high-speed turns one and two; then, Kirk crashed unhurt in turn eight with the bike plunging through the hay bales, hitting the concrete retaining wall and spinning back onto the racing line. WERA Race Director Jim Sublet decided to keep the bike where it was.

"The main problem was that it had a pool of oil under it. I felt that after everyone made a lap and saw the bike there, it would be safe," Sublet said.

At that point, Smith wanted the race to end.

"When I saw the oil flags, and then the bike on the track, I slowed way down. I figured they would call the race," he said.

However, the race continued, and Jacks began to gain on Smith. Earlier, Arata had ran off the track when he, Hall and Oliver tried to get by a lapped rider at the same time. Hall was the benefactor of that melee and was now running alone in third, and gaining on Jacks. Arata managed to get back on track but never did catch back up to Oliver.

In the end, Smith took a three-second victory, with Jacks barely holding onto second in front of Hall.

"The bike wasn't set up just right, and it began dragging the fairing really bad. It was pretty scarey in the high-speed sections," Jacks said.

Oliver finished fourth after slowing near the end when it became clear that Arata wouldn't catch him.

"I felt like leaving some paint on bikes today but there was really no point. As soon as we hit the straight Hall was gone," said a frustrated Oliver.

Arata finished fifth, followed by Gray, who battled a spastic ignition system.

"In the middle of the race the engine would just shut off. It almost pitched me once in turn one. That's when I decided to slow down," Gray said.

Rentzell, Petersen, Cooley and Troy Sorensen rounded out the top 10.

Smith's win gives him a healthy 20-point lead over Oliver in the series point standings, with only two rounds remaining. CN

Results

F-USA: 1. Mike Smith (Suz); 2. Donald Jacks (Suz); 3. Kurt Hall (Suz); 4. Rich Oliver (Yam); 5. Tatsuro Arata (Yam); 6. Scott Gray (Suz); 7. Kevin Rentzell (Suz); 8. Robbie Petersen (Yam); 9. Wes Cooley (Suz); 10. Troy Sorensen (Suz); 11. Sam McDonald (Yam); 12. Edward Sorbo (Yam); 13. Tommy Sloan (Yam); 14. Joe Arias (Suz); 15. James Eric White (Suz); 16. John Erdrich (Suz).
Distance: 25 laps, 45 miles
Average Speed: 93.717 mph
Margin of Victory: 3.3 sec.

WERA F-USA POINT STANDINGS: 1. Mike Smith (127); 2. Rich Oliver (107); 3. (TIE) Mike Harth/Kurt Hall (74); 5. Scott Gray (60); 6. Tatsuro Arata (50); 7. Robbie Petersen (45); 8. Jeff Hagan (33); 9. (TIE) Fritz Kling/Scott Russell (31); 11. Rick Kirk (30); 12. Brian Bernard (28); 13. Britt Turkington (22); 14. Dale Quarterley (18); 15. Andy Fenwick (17).

F-2: 1. Rick Guy (Yam); 2. Pat Chandler (Yam).

A S/BK: 1. Eric Spellman (Suz); 2. James Eric White (Suz).

A S/STK: 1. Britt Turkington (Suz); 2. Rick Kirk (Suz); 3. Kevin Rentzell (Suz); 4. Bruce Baldus (Suz); 5. Jeff Hagan (Suz).

A PROD: 1. Tray Batey (Suz).

B S/BK: 1. Mike Reed (Suz); 2. Tommy Sloan (Suz); 3. Matthew Macheca (Suz); 4. James Eric White (Suz).

B S/STK: 1. Kurt Hall (Suz); 2. Britt Turkington (Suz); 3. Michael Martin (Suz); 4. Kevin Rentzell (Suz); 5. David Deveau (Suz).

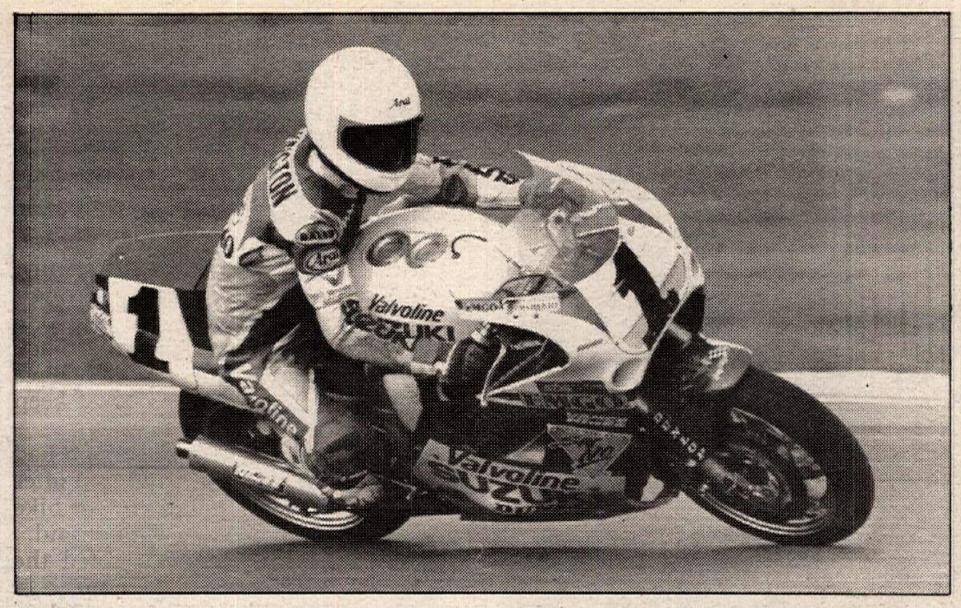
B PROD: 1. Tray Batey (Suz); 2. Danny Lowry (Hon); 3. Robert Bates (Hon).

C S/BK: 1. Kevin Rentzell (Yam); 2. Sam McDonald (Yam); 3. Brian Lantz (Suz).

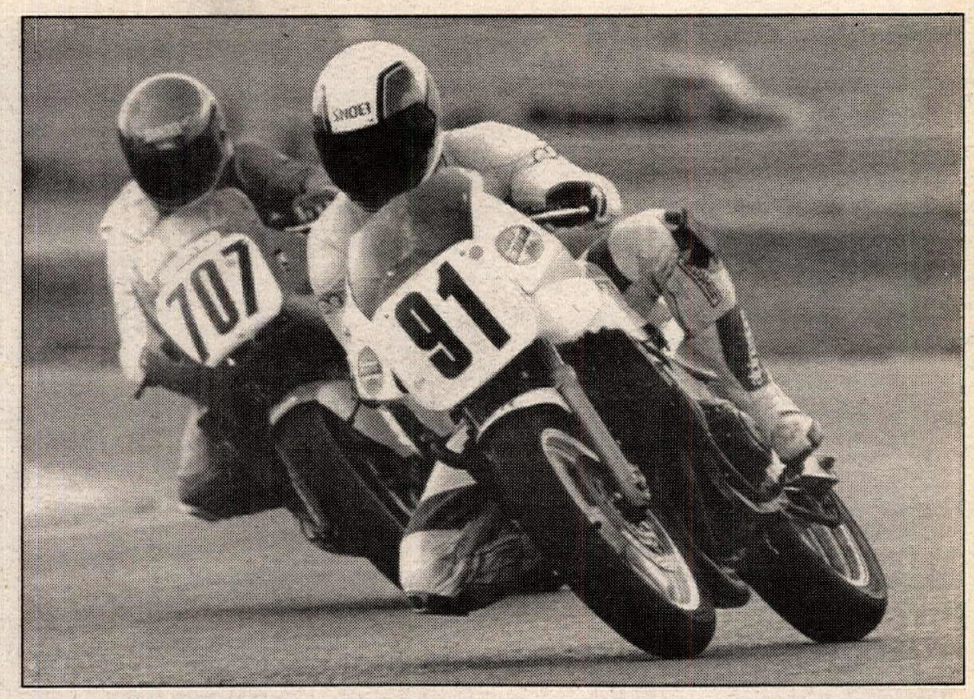
C S/STK: 1. Britt Turkington (Suz); 2. Kevin Rentzell (Yam); 3. Steve Rodden (Yam); 4. Brian Lantz (Suz).

C PROD: 1. Matthew Winnacker (Kaw); 2. Robert Bates (Hon); 3. Michael Shivers (Hon).

D S/BK: 1. Ted Waldorf (Yam); 2. Pat Chandler (Yam); 3. Larry Montgomery (Hon).

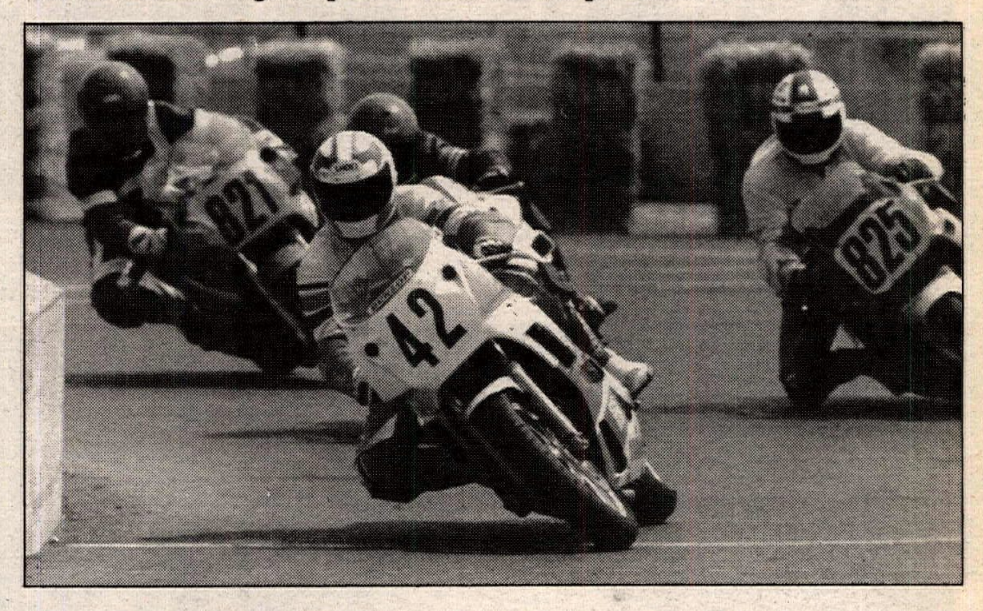


Britt Turkington helped Team Suzuki clinch their sixth National Endurance Championship in Memphis. The win was their 10th this season.



Team Dreaded (91) finished second in the Lightweight class, while Motion Systems Racing (707) was second in the Mediumweight Production class.

SAS Racing (42) took advantage of RKN and Team Machine's breakdowns to win the Mediumweight Superbike class. Team Lips finished second overall.



Team Suzuki clinches title with Memphis win

By Larry Lawrence

MILLINGTON, TN, SEPT. 1

Mike Smith, Kurt Hall and Britt Turkington rode their Keith Perry-tuned Valvoline Suzuki Endurance GSXR1100 to win number 10 at Memphis International Motorsports Park to clinch the 1990 WERA National Endurance Championship for the team's sixth time.

As they've done most of the year, Team Suzuki Endurance dominated the six-hour race, leading from start to finish. Hall 'N Still Racing continued their upward spiral in the sport by finishing second with riders Michael Martin, Bruce Baldus and Jim Still. Veteran endurance competitors Royale Racing finished a close third to Hall 'N Still. The Royale Suzuki was ridden by Doug Henry and Franklin Knight.

Former WERA Champions The Human Race Team ran second most of the day, despite experiencing problems with their Yamaha FZR1000. During the final hour, the bike quit running and the team finished a lowly 20th.

Team Suzuki took the lead at the drop of the green flag, with Hall turning laps in the 1:11 range to give his team an eight-second lead over the Humans by the third lap. Andy Fenwick chipped away at Hall's lead and got it down to four seconds in the first half hour, before the HRT bike began running poorly and Fenwick dropped back. By the end of hour one, Suzuki had completed 50 laps compared to the Humans' 48.

Hall 'N Still's Martin was putting in a good ride in the first hour. At one point, Martin had the Ohio-based team up to second, but by the end of the first hour Hall 'N Still was in third, holding off a big pack of bikes all on lap 47.

One notable ride in the first hour was turned in by Raw Racing's Kevin Rentzell. Rentzell had the team's little Yamaha FZR400 in the top 10 on the horsepower-hungry track, before he was forced to make an unscheduled pit stop. A wasp had got into Rentzell's leathers and was stinging him repeatedly. Rentzell got off the bike looking faint, but fortunately he was not allergic to the stings.

The race tightened up a bit in the second hour. Team Suzuki had just completed their first pit stop when the race was red-flagged. That gave HRT and Hall 'N Still a chance to gain some ground on the leading team. The red flag was caused when Team Hawaii's Honda broke a crank and spewed oil in turns one and two and Christie Racing crashed in the oil. Like Team Hawaii, Christie Racing was riding a Honda CBR600, and the Team Hawaii crew loaned Christie Racing parts off their bike so that they could continue.

The race was restarted after a half-hour delay. Team Suzuki again raced away, extending their lead in the third hour. The Human Race Team was in the pits trying to figure out why their bike was misfiring; the unscheduled stop dropped the Illinois team back to fourth place.

Hall 'N Still and Royale were battling for first in the Heavyweight Production class and second overall. Royale had picked up rider Franklin Knight from Mid-South Racing for the Memphis race, and Knight was putting in a fine ride for Royale, which didn't make Mid-South's Doug McIntosh happy.

"I didn't find out that Knight wasn't going to ride for us until I showed up at the track and he was in Royale's pits. He must have made the decision in the last 48 hours because I just talked with him on the phone a few days ago," said an irate McIntosh. Mid-South picked up John Erdrich as a replacement for Knight.

At the three-hour mark, Team Suzuki had a comfortable four-lap lead over Hall 'N Still, who in turn had a lap on Royale. HRT was in fourth on the same lap as Mediumweight Superbike leaders RKN Racing, who were fifth.

Team Mad Dog's run in the top 10 came to a smokey end during the third hour. Lightweight rivals Raw Racing and Voight Brothers crashed together during the third hour, knocking them both out of the competition.

Deals Gap Racing's Rob Seneker and Greg Pruitt assumed the Lightweight class lead in the fourth hour and went on to win the class by five laps on the team's Yamaha FZR400.

As Team Suzuki continued to increase their lead, the Humans got back up into second place, even though their Yamaha was only running on three cylinders. It looked as if HRT would finish the race, but with 45 minutes remaining the sick bike quit for good.

The Human Race Team crew looked understandably discouraged. The team had no chance for the championship now and was down on luck and money. In fact, Team captain Dave Zupan spoke of missing a few races because of lack of funds.

In the last hour, Team Suzuki cruised home to a record 10th win in a single season. Suzuki averaged 77.7 mph while covering 466.2 miles.

Hall 'N Still came from behind in the last hour to pass Royale Racing to secure second. Royale's third place was their best finish of the season, despite running out of brakes in the last hour.

SAS Racing won the Mediumweight Superbike class after early class leaders RKN Racing, then Team Machine, both broke. Stan Jacks, Pat Bowen and Mike Richardson rode the SAS Yamaha FZR600 to an eight-lap victory over Team Lips.

Honda of Niles/Force Racing with Ron Crum, Tom Bickerstaff and Rick Pagniano won the closely contested Mediumweight Production race. Niles passed new endurance team Motion Systems Racing half-way through the race and went on to a two-lap win. Bates Racing was a close third. CN

Results

O/A: 1. Team Suzuki Endurance (Suz); 2. Hall 'N Still Racing (Suz); 3. Royale Racing (Suz); 4. TBA (Suz); 5. Mid-South Racing (Suz); 6. Henshaw Racing (Hon); 7. Action Suzuki Racing (Suz); 8. SAS Racing (Yam); 9. Honda of Niles/Force Racing (Hon); 10. Motion Systems Racing (Hon); 11. Bates Racing (Hon); 12. Deals Gap Racing (Yam); 13. Team Lips (Yam); 14. Team Swine Dudes (Suz); 15. Cycle Speed Racing (Yam); 16. The 129 Race Team (Yam); 17. Team Memphis Too (Hon); 18. Team Dreaded (Yam); 19. TBA II (Suz); 20. The Human Race Team (Yam); 21. SOB Racing (Hon); 22. Christie Racing (Hon); 23. Eagle Industries Racing (Yam); 24. Team Machine (Yam); 25. RKN Racing (Yam); 26. Cycle Racer (Yam); 27. Young Tush (Kaw); 28. CLASS Racing (Suz); 29. Team Mad Dog (Yam); 30. Raw Racing (Yam); 31. Voight Bros. (Yam); 32. Team Hawaii (Hon); 33. Moto Liberty (Yam); 34. The Three Amigos (Yam).

H/W S/BK: 1. Team Suzuki Endurance (Suz); 2. Mid-South Racing (Suz); 3. Team Memphis Too (Hon); 4. TBA II (Suz); 5. The Human Race Team (Yam).

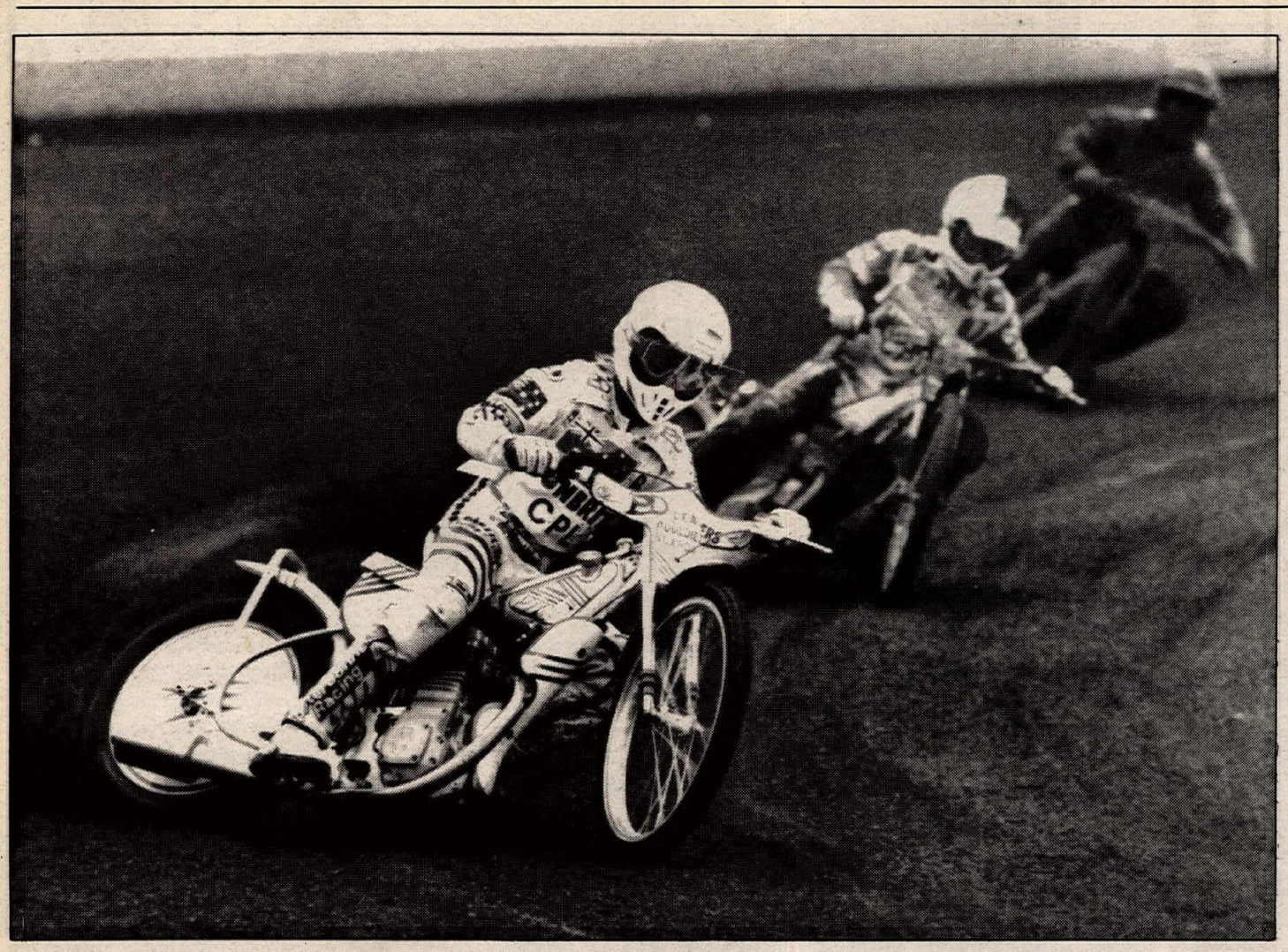
H/W PROD: 1. Hall 'N Still Racing (Suz); 2. Royale Racing (Suz); 3. TBA (Suz); 4. Henshaw Racing (Hon); 5. Action Suzuki Racing (Suz).

M/W S/BK: 1. SAS Racing (Yam); 2. Team Lips (Yam); 3. Team Machine (Yam); 4. RKN Racing (Yam); 5. Cycle Racer (Yam).

M/W PROD: 1. Honda of Niles/Force Racing (Hon); 2. Motion Systems Racing (Hon); 3. Bates Racing (Hon); 4. Team Swine Dudes (Suz); 5. SOB Racing (Hon).

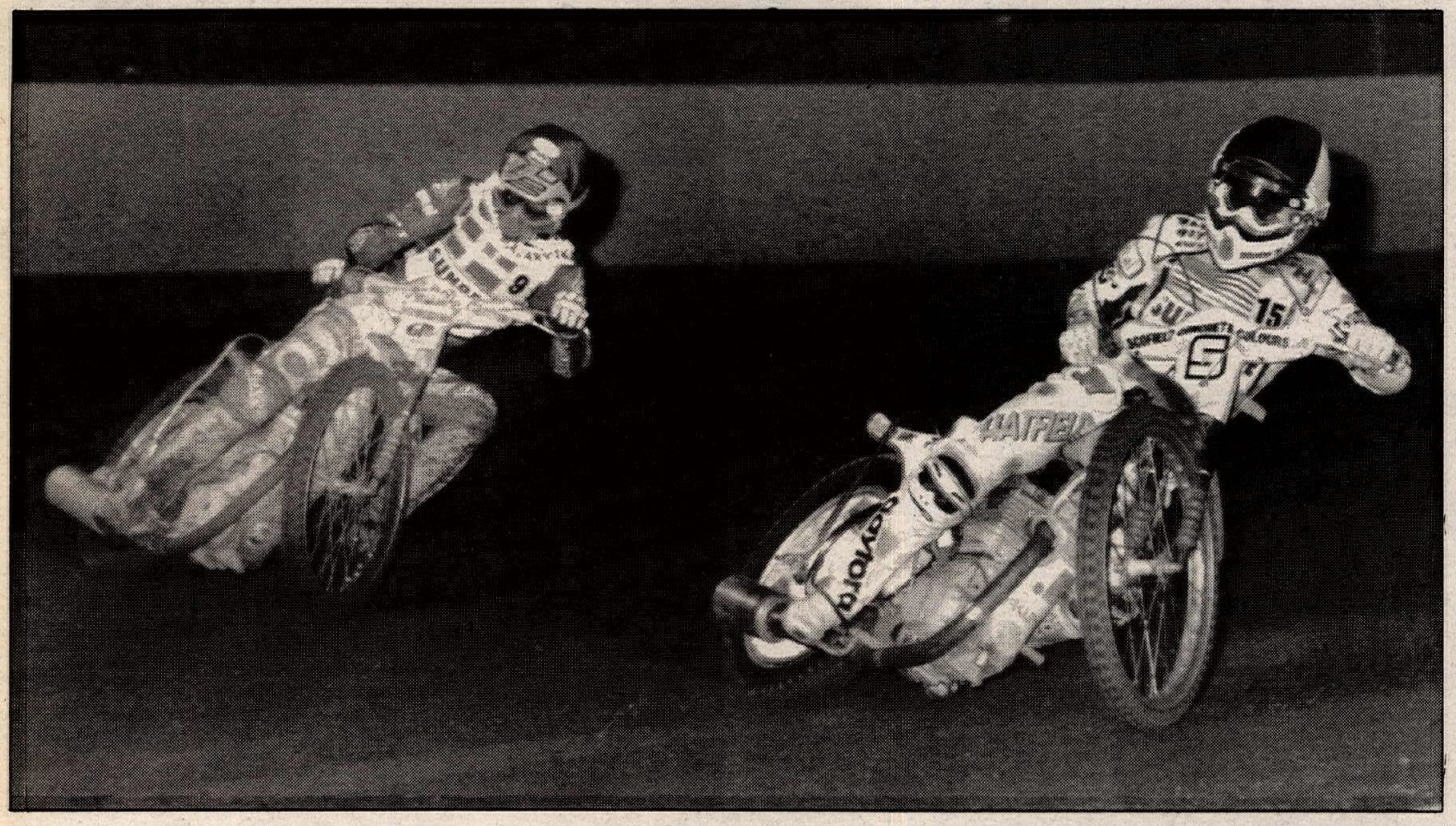
L/W: 1. Deals Gap Racing (Yam); 2. Cycle Speed Racing (Yam); 3. The 129 Race Team (Yam); 4. Team Dreaded (Yam); 5. Raw Racing (Yam).

WERA ENDURANCE SERIES POINT STANDINGS: 1. Team Suzuki Endurance (994.64); 2. The Human Race Team (881.84); 3. Royale Racing (694.10); 4. Hall 'N Still (690.39); 5. TBA (687.93); 6. CLASS Racing (645.88); 7. Action Suzuki Racing (605.42); 8. Honda of Niles/Force Racing (536.54); 9. Deals Gap Racing (513.59); 10. RKN Racing (512.15); 11. Team Machine (494.80); 12. Mid-South Racing (482.67); 13. Voight Bros. Racing (450.09); 14. American Spirit (448.30); 15. Raw Racing (443.04).



USA's Ronnie Correy and Rick Miller chase Australia's Todd Wiltshire. The Aussie finished third overall.

A tie after 20 events forced a championship runoff between Per Jonsson (left) and Shawn Moran. Jonsson prevailed.



Jonsson outruns Moran to World Championship

By John Hipkiss

BRADFORD, ENGLAND, SEPT. 1

Ice-cool Swedish rider Per Jonsson, 24, was crowned the 1990 World Speedway Champion after a deciding runoff for first place with American Shawn Moran at Odsal Stadium.

Both riders scored 13 points during the regular 20-event program, thus a four-lap runoff was held to decide the winner. Jonsson held the advantage going into the first turn, and although Moran chased hard, he could not catch the flying Swede who stretched his lead with every lap.

Jonsson's victory ended a six-year monopoly by Denmark, although the title stayed in Scandanavia. The 1989 champion, Hans Nielsen, was aiming for his fourth win, and in a field decimated by the absence of several of his leading rivals he was a clear favorite. However, the Great Dane lacked his usual sharp edge and was relegated to fourth place after finishing third to Jonsson in his second heat and being beaten by Moran in his last race. It was the first time since 1983 that Nielsen failed to earn a place on the rostrum.

Moran's second place was his best in three finals. As winner of the Intercontinental Semi-Final three weeks earlier, he was clearly in with a chance of upsetting Nielsen's hopes of retaining the title. However, Moran got off to a bad start when he was shut into third spot in his opening ride by another Swede, Henrik Gustafsson, and England's Kelvin Tatum. The 28-year-old from Lakewood, California, had stripped away all his tear-offs by mistake on the first lap, and with his goggles covered with mud, he could not risk overtaking.

Moran eased away to win his next two races, scored a vital win over pacesetter Jonsson in his fourth heat, and then rounded off with an impressive victory against Nielsen.

With four successive wins behind him, Moran looked unbeatable, and had the advantage of winning the coin toss for choice of gates in the runoff with Jonsson. Moran chose the outside, but when Jonsson led him into the turn his dreams of taking the title quickly faded.

"I won the toss; now I wish I hadn't," admitted Moran, who was first to congratulate Jonsson on his success. "I was unsure about what gear(ing) to use for the runoff. I obviously picked the wrong one because Jonsson beat me out of the gate!"

The one consolation for Moran was that the two-week suspension threatened by the AMA if he does not return to the States for his mandatory meetings has been lifted. Following discussions at Bradford with the AMA's Bill Boyce, Moran agreed to ride in the upcoming U.S. Nationals.

For the first time in five years, America had three representatives in the Final. Rick Miller was making his debut and he did well to collect eight points, despite having one deducted after finishing third to Moran and Nielsen in his last race. Miller was disqualified from that race because he had been cautioned for a second time for failing to stand still at the starting gate.

"I think that was unfair," stormed Miller. "I earned every point, and if I was to be excluded then I should have been told before the race started, not after I had completed four laps."

America's third rider, Ronnie Correy, also had an exclusion in his third race when Gustafsson fell as Correy swept wide in the fourth bend. Correy claimed he never made contact with the Swede, and Gustafsson confirmed his statement, but the Dutch referee refused to alter his decision.

It was a miserable night for Correy. After tailing off last in his opening ride, he won his second outing only for the race to be declared void. A faulty starting gate resulted in England's Richard Knight being left at the tapes, and it was not until the race was completed that the fault was brought to the attention of the referee, who then ordered a rerun. Correy could only finish third in his second attempt and, thoroughly deflated by the incident, he managed only one more point from the remaining races, finishing at the bottom of the score chart with two points along with three eastern European riders. CN

Results

WORLD FINAL: 1. Per Jonsson (Sweden) 13; 2. Shawn Moran (USA) 13; 3. Todd Wiltshire (Australia) 12; 4. Hans Nielsen (Denmark) 11; 5. Jimmy Nilsen (Sweden) 10; 6. (TIE) Kelvin Tatum (England)/Henrik Gustafsson (Sweden) 9; 8. (TIE) Rick Miller (USA)/Armando Castagna (Italy) 8; 10. Richard Knight (England) 7; 11. Martin Dugard (England) 6; 12. Roman Matousek (Czechoslovakia) 5; 13. (TIE) Ronnie Correy (USA)/Zoltan Odorjan (Hungary)/Zdenik Tesar, Antonin Kasper (Czechoslovakia) 2.

WORKBENCH

By Brian Catterson

Damping, not dampening

Last week in Workbench we concluded our discussion of springs and spring rates and touched on the principles of hydraulic damping. This week, as promised, we'll begin to explain how you can go about dialing in your compression and rebound damping.

These days, most dirt and street bikes have some type of external damping adjustment(s) on their fork and/or shock(s). Motocrossers and race-replica street bikes likely have adjustable compression and rebound damping at both front and rear, while lesser machines may only have adjustable rebound damping. These adjustments are typicaly located at the top and/or bottom of the fork or shock, although in some cases, such as with Marzocchi's M1R fork, the adjustments may only be found in one leg.

As we told you last week, compression damping controls the speed with which the suspension component bottoms, while rebound damping determines the speed with which it returns to full extension. At the risk of over-simplification, compression damping is usually most noticeable over single large bumps, while rebound damping is typically felt over series of small bumps.

Let's begin with compression damping. If your suspension frequently bottoms, you likely have too little compression damping. Conversely, if your suspension barely moves when you encounter a bump, and the full force of the hit can be felt through the handlebars, you likely have too much compression damping. Adjust the screw which controls compression damping one step at a time until it feels right. You want the suspension to bottom on only the largest bumps, and then to do so progressively, rather than abruptly.

Rebound damping is a bit more difficult. If the quality of your bike's ride deteriorates from the beginning to the end of a series of bumps, chances are your rebound damping is the culprit. This means that when your suspension compresses as it encounters a bump, it either doesn't rebound quickly enough, or it rebounds too quickly, to prepare itself for the next bump. The resulting rough ride is commonly referred to as "packing up."

However, since the above scenario can also be triggered by inadequate compression damping, make your compression damping adjustments first.

One common misconception is that the rougher a track is, the stiffer the suspension should be. This is actually quite backwards. In the case of a road race bike, for example, a smooth track requires very little from the suspension, other than to control the pitch of the bike as it brakes or accelerates, so you'd want stiff damping to minimize those forces.

In the case of a rough track, the damping should be set softer so that the suspension will move faster and the wheels will stay in contact with the ground.

If you reach the limit(s) of your adjustment(s) and the ride still doesn't feel quite right, you'll probably need to change the weight of your fork or shock oil. Of course, if your suspension components are non-adjustable, this is the only way you can make any damping changes without making major modifications (such as changing the size of the holes in your damping rods). CN

Workbench is a weekly column dealing with motorcycle maintenance, performance and equipment. Have something that Workbench can address? Drop a line to Workbench, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498.

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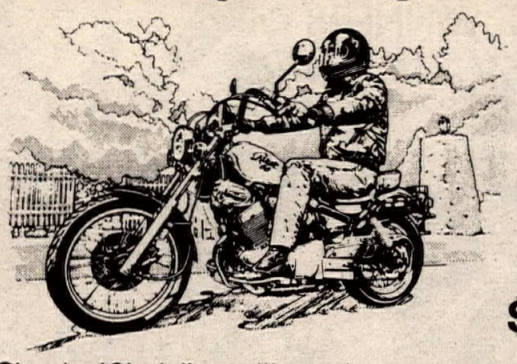

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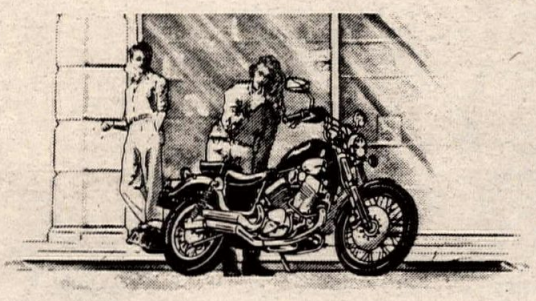

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AMA BOARD REPORT

The American Motorcyclist Association Board of Trustees met in Westerville, Ohio, August 17 and 18, on the occasion of the grand opening of the Motorcycle Heritage Museum.

Chairman John Hasty reported that he had resigned from the American Motorcycle Political Action Committee and that Mr. Youngblood had appointed Trustee Patty Mills to fill that seat. Mills reported on her first activities as an AMPAC member including a reception for President George Bush that had taken place in Washington on June 19. She reported that AMPAC had met on August 16 to distribute funds to approximately two dozen campaigns and that the committee would next meet in October.

Hasty appointed a committee, including three members of the AMA Congress, to review the Association's Code of Regulations and deliver to the board and Congress recommendations on a number of proposed changes. The individuals selected for this committee included Charles Larsen, chairman; Robert Sinclair, Phil O'Hagan, Dale Greenwald, and Joe Bilotta.

Treasurer Bob Perkins reported on the Association's financial status through the end of June, projecting retained earnings of just under $200,000 by year-end.

At the request of the president, representatives of the accounting firm of Ernst & Young, delivered a detailed report on the Association's financial status from 1985 to the present. The report indicated the following:

*Cash and cash equivalents represent 58% of total assets, which provides strong liquidity.

*Property and equipment represent 29% of total assets. Land and building, with a book value of $1.2 million, have an appraised value in excess of $2 million and average age of property and equipment is 4.5 years, placing the Association in a good position to handle debt, if necessary.

*The Association has not had an operating deficit any year since 1985.

The board authorized Youngblood to circulate information from the Ernst & Young report as necessary to clarify the Association's financial position.

At the request of the president, representatives of Nationwide Insurance, delivered a detailed report on the Association's employee pension program, its current status, and investment policies. After reviewing the current plan and receiving an explanation of defined contribution plans, the board resolved to continue to offer a defined benefit plan for AMA employees.

The board discussed an actuarial study of the Association's liability insurance program that had been conducted by the firm of Mash & McLennan. That study concluded that current premiums are not excessive based on vailable loss data. It also suggested that the Association should increase minimum limits for event coverage. Youngblood reported that he and legal counsel had met with insurance carriers and that rate increases are expected for 1991. The board authorized Youngblood to distribute the Marsh & McLennan study to an appropriate committee of the AMA Congress to facilitate information dissemination prior to annual sanction meetings.

The trustees reviewed and approved a $6.58 million budget for the 1991 fiscal year that includes the establishment of a government relations office in Washington, D.C. The trustees noted that while the Association remains profitable, operating margins remain very thin. In view of the worldwide situation that could impact the national economy and drive up fuel prices, the board instructed the president to develop a standby austerity plan.

The trustees renewed the president's contract for a period extending through 1993.

Government Relations Vice President Rob Rasor delivered a report on current issues, including the 1991 Federal Highway Reauthorization Bill and the BLM Wilderness Plan. He said there was serious doubt that a permit would be issued for the Barstow to Vegas desert race in 1990, but that District 37 and the national office have maintained an aggressive stance toward the BLM and its obligations to organized events on public lands.

During a study of the Association's strategic plan, the board approved a proposal to make application to host the FIM Congress in America in 1992. Columbus, Ohio, will be the site since 1992 will be the quincentennial of Columbus's discovery of America.

Trustees Paul Dean, Jack Mangus, and Mark Blackwell and pro racing Vice President Ron Zimmermann were appointed to a committee to undertake a strategic planning project for professional racing.

The board bestowed the Dud Perkins Award for Outstanding Contribution to Motorcycling on two individuals whose names will be announced at a later date. They also bestowed The Hazel Kolb Brighter Image Award on several individuals, publications, and corporations. These also will be announced when appropriate.

The AMA Trustees will next meet in Orlando, Florida, on November 3 and 4. CN

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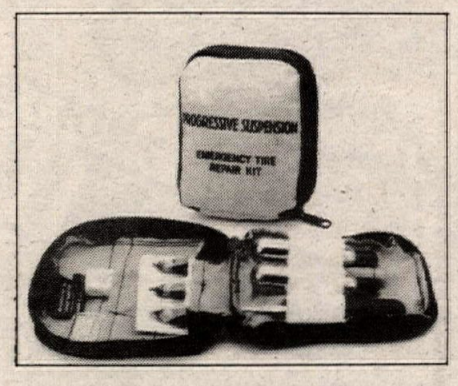

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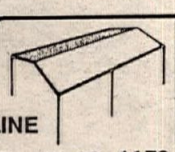

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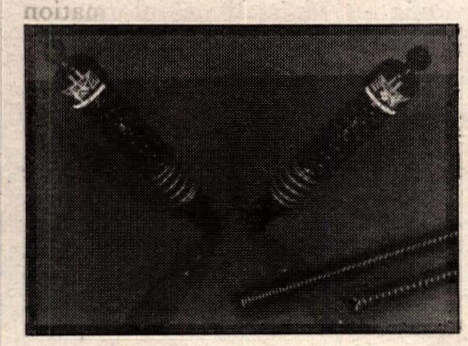

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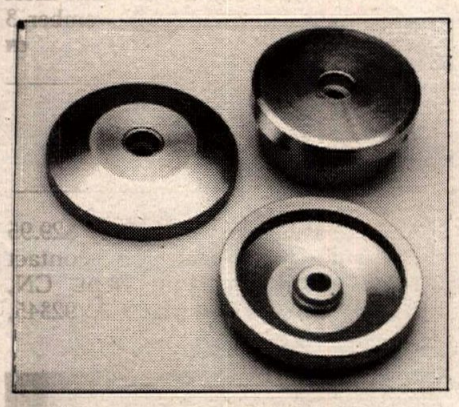

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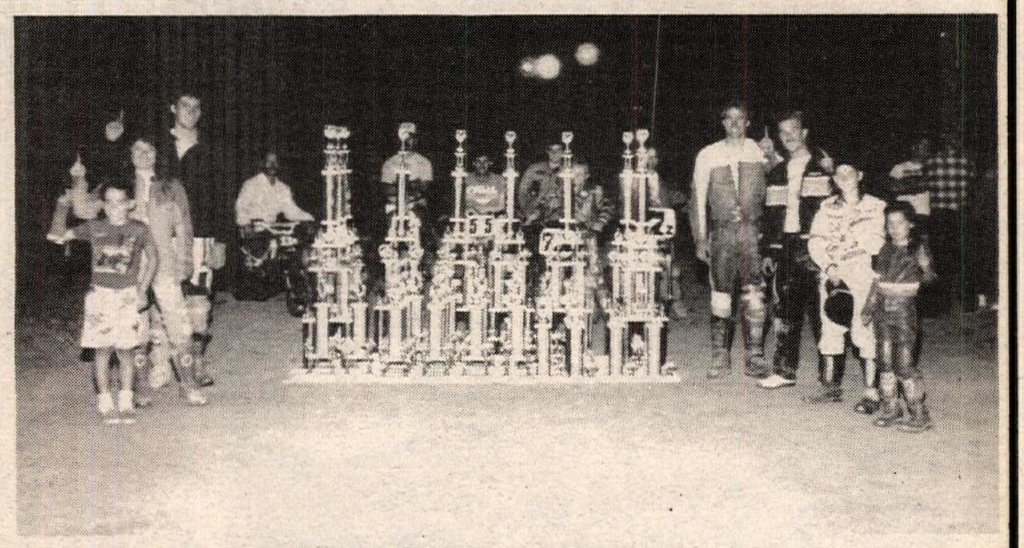

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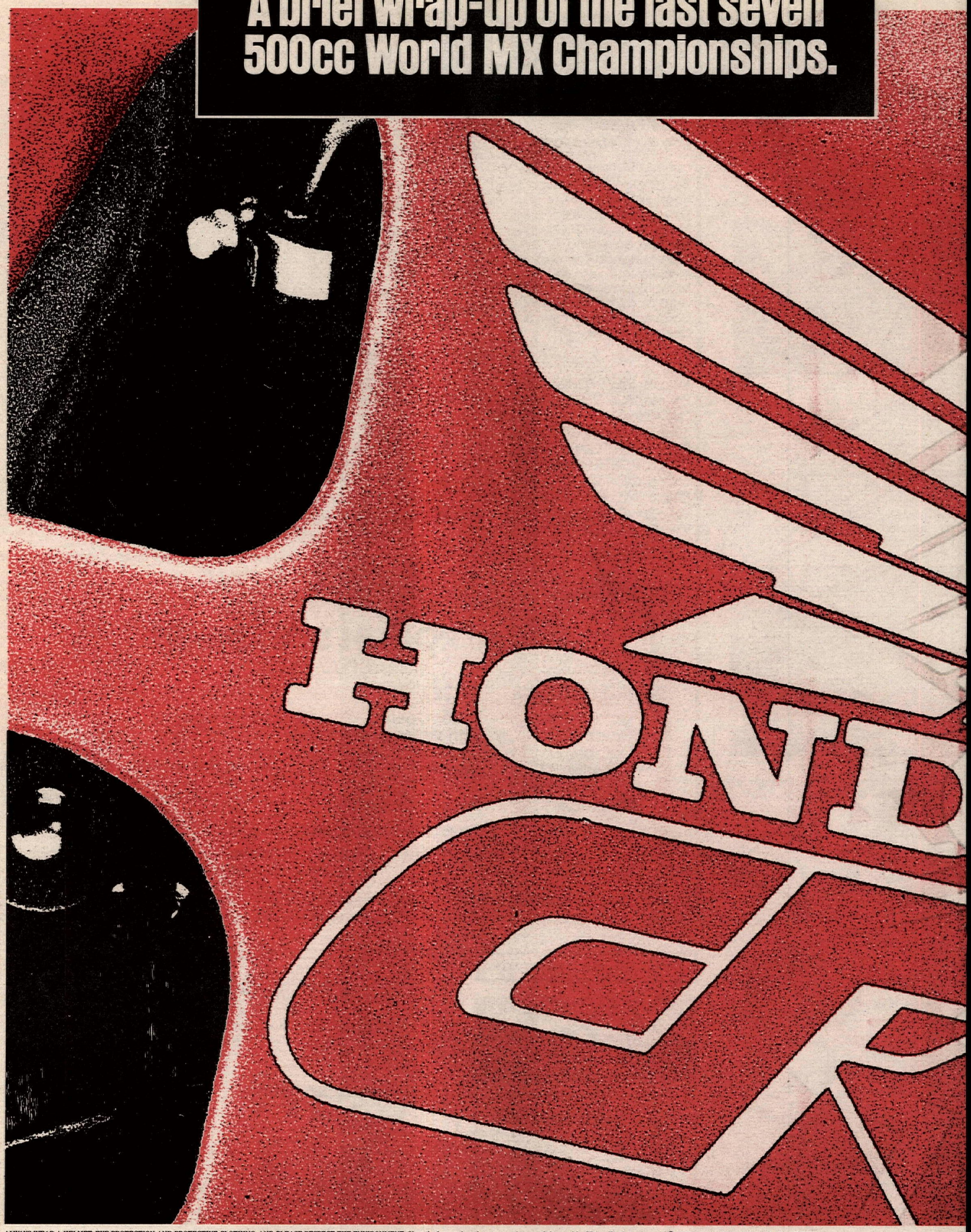
A brief wrap-up of the last seven 500cc World MX Championships.



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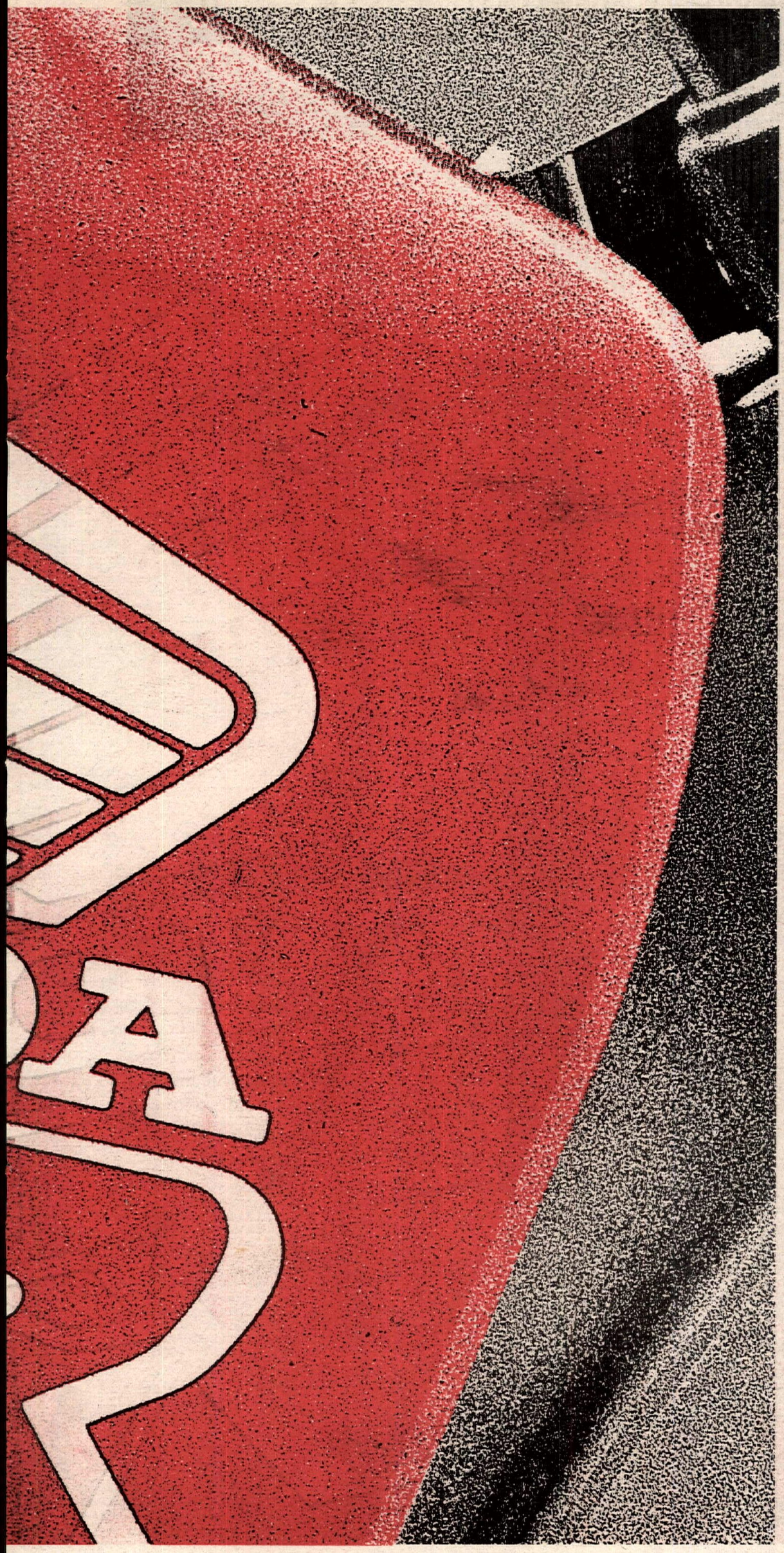

Honda, Honda, Honda... the record book sounds like it has a crack in it. Actually, Honda doesn't always win the 500cc World MX Championship. Way back in '83, we finished second.

In the final leg of the World Grand Prix at Glen Helen, Eric Geboers added icing to his 1990 World Championship with an overall win. Team Honda's Rick Johnson was second and Mike Kiedrowski was the winner in the 125cc class.

Both Johnson and Kiedrowski rode '91 CRs.™ Your Honda Dealer has a 1991 CR you could be winning races on. Again and again and again and...

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LOCAL EVENTS

David Clark (80R) combined perfect moto finishes at the Silver Creek Motocross to grab the Jr. Mini overall after being dogged by Jason Sain (15) in both motos.

Scott Zampach (204) claimed the overall win in the Unlimited class and finished fifth overall in the Heavyweight Supersport class at Blackhawk Farms Raceway.

CMC Trans-Cal MX Series North: Round 3

Lamson scores at Silverstate Raceway

By Nuklear Neukam

CARSON CITY, NV, AUG. 26

O'Neal/Pro Circuit/Arai/Works Connection/DGY-Suzuki-sponsored Steve Lamson was untouchable as he won both motos of the 125 and 250cc Pro class by wide margins at round three of the 1990 CMC Trans-Cal MX Series North in Carson City. Suzuki-mounted Randy Chapman took the Vet Pro overall after splitting moto wins with local hero Allan "Bad Boy" Berluti.

Lamson flew to both 125cc Pro wins with little problem. In the first moto, Bandit Racing Suzuki-mounted Scott McElroy was there to challenge in the early going but by moto's end he had faded to finish fifth. Team Green Fairfield Kawasaki-mounted Brian Roth rode smoothly and advanced from mid-pack to finish second with Yoko USA/Mike's Reno Suzuki-backed Brian Elder a strong third. Hanford Suzuki's Jon Nelson held on for fourth.

While Lamson ran away in moto two, Nelson battled with Roth for second. At the finish Nelson finished an impressive second and secured third overall as Roth nabbed second overall with third. Elder took fourth and fourth overall while fifth overall went to sixth place McElroy, who tested a little turf late in the moto. Suzuki-mounted Chris Neal took fifth in moto two, but his out-of-control riding resulted in crashes as he advanced toward the lead in both motos. He combined his title with a first round 11th for seventh overall.

Lamson topped a hard-charging Elder in the first 250cc Pro moto while Roth held off McElroy for third. Nelson faded to fifth with Mazzaferro Husky-mounted Shawn Wooten recovering from a first lap crash with Berluti to make it up to sixth.

With Lamson again leading the way in moto two, Nelson battled Wooten for the runner-up spot. Nelson seemed to have much better luck in the final rounds this day and he captured second overall with his second ahead of Wooten, who finished the day fourth overall. Suzuki-mounted Ron Allen took fourth in moto two, but first moto mistakes, including a 180-degree landing over the tabletop that he somehow miraculously saved, held him to ninth and seventh overall. Roth was fifth in moto two, enough for third overall while seventh earned McElroy another fifth overall.

Berluti ran away at the start of the first Vet Pro moto while Yoko/Arai/Suzuki-mounted Kenny McKenzie charged into second. But as McKenzie began to fade later in the moto, Chapman was picking up speed. Chapman closed the gap on Berluti, whose arms were beginning to pump up, but Berluti took the win ahead of Chapman. Mega Cycle Suzuki-mounted Tav Weinrick finished third with McKenzie salvaging fourth ahead of Yamaha-mounted Mike Newman.

Berluti again holeshot moto two, but Chapman was determined as he closed in on the leader and, near the end, swooped into the lead to take the win and the overall. Berluti took second and second overall with McKenzie running a little stronger this time out and finishing third overall. A fourth earned Weinrick fourth overall with Newman again fifth for the same overall. CN

Results

125 PRO: 1. Steve Lamson (Suz); 2. Brian Roth (Kaw); 3. Jon Nelson (Suz); 4. Brian Elder (Suz); 5. Scott McElroy (Suz).
250 PRO: 1. Steve Lamson (Suz); 2. Jon Nelson (Suz); 3. Brian Roth (Kaw); 4. Shaun Wooten (Hus); 5. Scott McElroy (Suz).
VET PRO: 1. Randy Chapman (Suz); 2. Allan Berluti (Hon); 3. Kenny McKenzie (Suz); 4. Tav Weinrick (Suz); 5. Mike Newman (Yam).
VET MSTR: 1. Jon Varner (Hon); 2. Robert Hansen (Suz); 3. Randy Denton (Yam).
VET INT: 1. Tim Alarcon (Kaw); 2. Dan Scharf (Kaw); 3.Ken Schroeder (Hon); 4. Eric Metcalf (Hon); 5. Frank Sacher (Kaw).
VET JR: 1. Doug Johnson (Suz); 2. Mike Haas (Kaw); 3. David Dotson (KTM); 4. Jerry Genovese (Yam); 5. Mike Hart (Hon).
UTH INT: 1. Dave Pile (Hon); 2. Kevin Green (Hon); 3. Gus Berquist (Suz); 4. Dave Matheson (Hon); 5. Tom Berry (Suz).
UTH JR: 1. Paul Armanda (Hon); 2. Danny Allen (Suz); 3. Steve Wenger (Kaw); 4. Skid Rowe (Suz); 5. Denny Santos (Hon).
OT MSTR: 1. Dean Brown (Hon); 2. Bill McCLinton (ATK); 3. Richard Schilling (Hon); 4. Gary Doggett (Suz); 5. Bob Jackson (Kaw).
OT INT: 1. Russ Sears (Yam).
OT JR: 1. Bob Fabel (Yam); 2. John Talbot (Hus); 3. Jim Beres (Kaw); 4. Bill Duvall (Hon).
P/W: 1. Chris Truglio (Yam); 2. Randy Norman (Yam); 3. Justin Washabaugh (Hon); 4. Jimmy Hazel (Yam); 5. Ricky Schaffner (Yam).
60 0-8: 1. Casey Smith (Kaw); 2. Justin Scullen (Kaw); 3. Jared Wasabaugh (Kaw); 4. Nathan Tiearney (Kaw).
60 9-11: 1. Jeff Northrop (Kaw); 2. Andy Gregg (Kaw); 3. Craig Truglio (Kaw); 4. J.J. Cummings (Kaw); 5. Dylan Crawford (Kaw).
80 BIG WHL: 1. Zach Murton (Kaw); 2. Jerry Hugel (Kaw).
80 BEG D-1: 1. Jesse Danielson (Suz); 2. Zachery Diets (Suz); 3. Brian Pierce (Suz); 4. Chrystal Ponsock (Suz); 5. Nick Northrop (Suz).
80 BEG D-2: 1. Erik Edmark (Kaw); 2. Chris Turner (Suz); 3. Ben Shank (Suz); 4. Chad Rager (Kaw); 5. Danny Martin (Kaw).
80 JR: 1. Jimmy Pierce (Kaw); 2. Kenny Davis (Suz); 3. Jeff Baldwin (Suz); 4. Charles Tracy (Suz); 5. Shaun Rapp (Kaw).
80 INT: 1. Rusty Holland (Suz); 2. Jake Windham (Kaw); 3. Justin Tiearney (Hon): 4. Casey Johnson (Kaw); 5. Donny Roberts (Kaw).
80 OPEN: 1. David Roberts (Yam); 2. Jerry Harvey (Suz); 3. Craig Truglio (Suz).
125 BEG D-1: 1. Glen Murata (Yam); 2. Howard Mintz (Suz); 3. Brian Rocks (Yam); 4. Scott Schultz (Hon); 5. Tim O'Brien (Yam).
125 BEG D-2: 1. Mark Weldy (Kaw); 2. Brian Bunn (Suz); 3. Greg DeYoung (Suz); 4. Christian Kolbe (Kaw); 5. Doug Romano (Kaw).
125 JR D-1: 1. Shane Esposito (Yam); 2. Todd Damron (Suz); 3. Casey Johnson (Kaw); 4. Lowell Mourall (Hon); 5. Lance Bollens (Hon).
125 JR D-2: 1. Jeff Ingram (Hon); 2. Richard Stephens (Suz); 3. Chris Thomas (Suz); 4. Chris Barker (Suz); 5. Steve Murata (Yam).
125 INT: 1. Todd McMaster (Suz); 2. Todd Maderis (Suz); 3. Jeff Ives (Suz); 4. Steve Garnett (Suz); 5. Jeff Brownlee (Suz).
250 BEG: 1. Lance Rhinehart (Suz); 2. Mark Ford (Yam); 3. Wes Taylor (Suz); 4. Tony Mikacich (Hon); 5. Todd Clark (Kaw).
250 JR D-1: 1. Troy Wing (Kaw); 2. Zachery Scott (Kaw); 3. Mike Heath (Kaw); 4. Aaron Athanas (Suz); 5. Keith Cordua (Hon).
250 JR D-2: 1. Keith Antes (Hon); 2. Dustin Bloomfield (Hon); 3. Mike Hodges (Suz); 4. Ron Young (Suz); 5. Erik Noren (Hon).
250 INT: 1. Brandon Reves (Kaw); 2. Shad Echelberger (Yam); 3. Scott Stillmock (Hon); 4. Eric DuCray (Hon); 5. Rob Harper (Hon).
500 BEG: 1. Peter Hampel (Hon); 2. Kevin Felkins (Yam); 3. Jeff Jarvis (Hon); 4. Jason Soares (Kaw).
500 JR: 1. Craig Bunyard (Kaw); 2. Ray Schofield (Hon); 3. Tony Vaca (Kaw); 4. William Artau (Hon).
500 INT: 1. Dave Pile (Hon); 2. Eric Shofstall (Hon); 3. Keivn Green (Hon); 4. John Neary (Kaw); 5. Dave Matheson (Hon).

Brown nips Wagoner at Silver Creek Motocross

By Barbara Williams
Photo by Loren Williams

MORGANTON, NC, SEPT. 1

Newly advanced this spring to 125cc competition from the Senior Mini class, Kevin Brown proved it was the right move. When the band snapped back for the first moto of the inaugural 125cc D (yes D) class at Silver Creek MX Park, Brown and Jim Torviner streaked around turn one at the fore, leading a gnarly pack of 17 other beginners. Brown held his own with point man Torviner, but Ronnie Wagoner had ideas of his own about who should be the one to stalk the leader. As Torviner carved up the tight turns following a drainpipe jump, Wagoner took advantage of a momentary loss of concentration on Brown's part to scoot by on the outside and take over second spot. Torviner exited a tight turn just as Wagoner entered and looked him in the eye; two turns later he appeared to have planned a re-enactment of "The Great Escape" motorcycle fence-jump scene. Screaming his mount too hot into the sweeper, Torviner climbed the spectator fence and dropped straight down the bank into the creek that graces the Silver Creek property. With the former leader sluicing for silver, Wagoner kept his own cool and successfully held off Brown's challenge to take the moto win.

Under the lights for moto two, Brown and Torviner shared holeshot honors, with Wagoner and Kenny Rhoney close on their heels to pick up the pieces, should the two take each other out. Brown stayed on the pipe just a tick longer than anyone else to be first through the second turn and launched up the hill. Torviner declined to be the meat in the turn two sandwich of Wagoner and Rhoney, electing a self-preserving fourth place up the incline. Late in lap two, Wagoner's wheels found different ruts in the "S" turns where he had earlier made eye contact with Torviner, and his mount was bulldogged to the ground. In the next turn, Torviner himself took a soil sample and was slow to recover as several riders went on around him, finishing the race in the second pack and having to settle for 10th place. Brown stayed ahead of the mishaps to take the moto win and first overall. Wagoner recovered quickly, losing only one position to Rhoney for a lap, but a corner miscalculation allowed Rhoney and Johnny Vance to sneak past and Wagoner was forced to settle for fourth, and second overall.

Results

50: 1. Michael Callahan (Yam); 2. Josh Grogan (Yam); 3. Daniel Franklin (Yam); 4. Toby Biddix (Suz).
YTH: 1. Wayne McLaughlin (Suz); 2. Jeremy McElrath (Yam).
JR MINI: 1. David Clark (Hon); 2. Jason Sain (Hon); 3. Jason Dunham (Suz); 4. Grant Gibbs (Hon); 5. Paul Justus (Kaw).
SR MINI: 1. Scott Grogan (Kaw); 2. Jonathan Cedolia (Hon); 3. David Clark (Hon); 4. David Rudisil (Kaw); 5. Jason Sain (Hon).
SCHBY: 1. Greg Nelson (Suz); 2. Mike Sheppard (Suz); 3. Chad Biddix (Suz); 4. Jonathan Cedolia (Hon); 5. Charles Dunham (Suz).
ENDR: 1. Mike Decherd (Hon); 2. Mike Rodenhamer (Suz); 3. Evan Hollifield (Kaw0; 4. Brian Freck (Yam); 5. Mike Callahan (Hon).
U/L AM: 1. Marcus Cannon (Kaw); 2. Terry Ware (Hon); 3. Glen Chase (Kaw); 4. Dee McDaniel (Yam); 5. Dale Huffman (Suz).
125 C: 1. Terry Ware (Hon); 2. Greg Nelson (Suz); 3. Tommy Smith (Hon); 4. Chris Stacey (Hon); 5. Chris Messer (Yam).
125 D: 1. Kevin Brown (Hon); 2. Ronnie Wagoner (Suz); 3. Kenny Rhoney (Yam); 4. Johnny Vance (Suz); 5. Jason Bridgeman (Hon).
250 B: 1. Greg Rose (Hon); 2. Marcus Cannon (Kaw); 3. Donnie Miller (Yam).
250 C: 1. Keith Bailey (Hon); 2. Darrell Bailey (Hon); 3. Glen Chase (Kaw); 4. Mike Norris (Hon); 5. Marc Woods (Hon).
25+: 1. Dee McDaniel (Yam); 2. Owen Hightower (Suz); 3. Tommy Shimpock (Hon); 4. Barry Taylor (Suz); 5. Larry Gaines (Suz).
OPEN AM: 1. Mike Milem (Hon); 2. Greg Hendrix (Yam); 3. Andy Greene (Hon).

Zampach zooms to Blackhawk Road Race win

By Gordon Lunde

SOUTH BELOIT, IL, AUG. 25-26

A great turnout of riders made for excellent competition in AMA/CCS road racing action at Blackhawk Farms Raceway.

Scott Zampach won top dollars in Unlimited Grand Prix after just getting by John Jacob on the last lap. Ray Yoder, Jr. got out front early with John Erdrich close behind. Jim Knipp and Dick Koehler paired up a couple of seconds back, and held the same gap over the rest of the field. Jacob and Zampach got away from the pack next, with Jacob storming to the front on lap four. Zampach's Tri-R Distributing/Don & Roy's Cycle-sponsored FZR600 broke second gear, and he was riding a borrowed Yamaha for the weekend's events. The change in machinery did not hurt as the "Z-man" moved into fourth on lap four. Jacob, out front, was having handling problems, and when Jacob bobbled in turn four on lap nine, Zampach got a better drive out of the corner and was able to go around Jacob through turn five. Zampach went on to victory.

Zampach also garnered victories in Solo GTU and Middleweight Grand Prix, and took runner-up honors in Middleweight and Heavyweight Superbike. While leading the Lightweight Supertwins event on a Buell Harley-Davidson, the machine over-pressurized its crankcase and spewed oil on the rear tire, causing Zampach to crash in turn four, spoiling his otherwise excellent weekend.

Ray Yoder, Jr. took top honors in Heavy-

weight and Unlimited Supersport, giving him the lion's share of Suzuki Cup dollars. Yoder used a pair of Ron & Brian's Suzukis to claim the gold.

James Heilman was the novice star of the weekend, claiming three Middleweight victories and fourth overall in Solo GTU in a field of 63 combined experts and novices.

The 4th Annual Wegman Benefit auction held Saturday night raised over $4000 for injured racers and is expected to top $5000 when pledges from the Solo GTO and GTU events are collected.

Results

U/L S/SPRT EX: 1. Ray Yoder Jr. (Suz); 2. Mike Karm (Suz); 3. Darin Chic (Yam); 4. Thomas Long (Hon); 5. Al Hammer (Yam).

H/W S/SPRT EX: 1. Ray Yoder Jr. (Suz); 2. Alan Bertagnoli (Suz); 3. John Erdrich (Suz); 4. Matthew Sheldon (Suz); 5. Scott Zampach (Yam).

H/W S/SPRT NOV: 1. Jack Kainz (Hon); 2. Marc Brohn (Kaw); 3. Kerry Neff (Kaw); 4. Mike Rossi (Suz); 5. Donald Trush (Suz).

M/W S/SPRT EX: 1. Mark Erickson (Yam); 2. David Doe (Yam); 3. Rohn Hebel (Yam); 4. Keith Olliges (Yam); 5. Thomas Long (Hon).

M/W S/SPRT NOV: 1. James Heilman (Yam); 2. Jack Kainz (Hon); 3. Russell Ahrens (Yam); 4. Mark Hutcheson (Hon); 5. William White (Yam).

L/W S/SPRT EX: 1. Michael Lower (Yam); 2. Brian Westphal (Yam); 3. David Folz (Yam); 4. John Voznak (Yam); 5. Richard Fitzgerald (Yam).

L/W S/SPRT NOV: 1. Mark Stiles (Yam); 2. Troy Nelson (Yam); 3. Jeff Brown (Yam); 4. Douglas Farrar (Yam); 5. Billy Fehrman (Kaw).

H/W S/BK EX: 1. John Jacob (Yam); 2. Scott Zampach (Yam); 3. Eric Moe (Suz); 4. James Knipp (Hon); 5. Darin Chic (Yam).

H/W S/BK NOV: 1. Noel Kalinski (Yam); 2. Marc Brohn (Kaw); 3. Kerry Neff (kaw); 4. Steve Prill (Suz); 5. William Kubitz (Suz).

M/W S/BK EX: 1. Richrad Koehler (Yam); 2. Scott Zampach (Yam); 3. Darin Chic (Yam); 4. John Jacob (Yam); 5. Billy Graef (Yam).

M/W S/BK NOV: 1. James Heilman (Hon); 2. Jack Kainz (Hon); 3. Noel Kalinski (Yam); 4. Mark Hutcheson (Hon); 5. Bill Bradley (Hon).

L/W S/BK EX: 1. Jeffery Johnson (Kaw); 2. Michael Lower (Yam); 3. Larry Cohee (Yam); 4. Charles Lang (Duc); 5. Brian Westphal (Yam).

L/W S/BK NOV: 1. Mark Stiles (Yam); 2. Troy Nelson (Yam); 3. Rodney Smits (Yam); 4. Geoff Giles (Yam); 5. Shawn Rank (Yam).

M/W GP EX: 1. Scott Zampach (Yam); 2. Ronald Petrick (Hon); 3. Paul Noble (Yam); 4. Chris Helland (Duc); 5. Thomas Long (Hon).

M/W GP NOV: 1. James Heilman (Hon); 2. Gale Roberts (Kaw); 3. Brian Dunkel (Hon); 3. Noel Kalinski (Yam); 5. Russell Ahrens (Yam).

L/W GP EX: 1. Scott Blow (Yam); 2. Brian Westphal (Yam); 3. Alexander Bub (Yam); 4. Bradley Reynolds (Yam); 5. Jeffery Johnson (Kaw).

L/W GP NOV: 1. Troy Nelson (Yam); 2. Rodney Smits (Yam); 3. Chuck Heying (Kaw); 4. Mark Stiles (Yam); 5. Jeff Andrews (Yam).

H/W S/TW EX: 1. Chris Helland (Duc); 2. Brian French (Duc); 3. Walter Sakowski (Duc); 4. Jeffery Johnson (Kaw); 5. Charles Lang (Duc).

H/W S/TW NOV: 1. Mike Rossi (Duc); 2. Robert Meister (Hon); 3. David Freeman (Kaw); 4. Robert Strous Jr. (Kaw); 5. Matthew McNall (Kaw).

L/W S/TW EX: 1. Chris Helland (Duc); 2. Charles Long (Duc); 3. Dave Bradford (Nor); 4. David McParland (Kaw); 5. Louis Drakulich (Hon).

L/W S/TW NOV: 1. Chuck Heying (Kaw); 2. David Freeman (Kaw); 3. Scott Serritella (Nor); 4. Paul Marchael (Duc); 5. Harold Wilson (Kaw).

U.S. TW SPRT EX: 1. David Klosterman (H-D); 2. Jeffery Johnson (H-D).

SPTSMN EX: 1. Jeffery Johnson (Kaw); 2. David McParland (Kaw); 3. Walter Sakowski (Yam).

SPTSMN NOV: 1. Robert Meister (Hon); 2. Don Allen (Hon); 3. Billy Fehrman (Kaw); 4. Robert Van Someren (Suz); 5. Eric Miller (Yam).

SOLO GTO: 1. Mike Moores (Yam); 2. John Erdrich (Suz); 3. David Doe (Yam); 4. Matthew Sheldon (Suz); 5. Paul Noble (Yam).

SOLO GTU: 1. Scott Zampach (Yam); 2. Mike Moores (Yam); 3. Samuel Salaja (Yam); 4. James Heilman (Yam); 5. Jeff Plummer (Yam).

Lewis inaugural American Speedway winner

By Larry McBride

OWEGO, NY, AUG. 26

John Lewis has been knocking on the door of the winner's circle at Champion Speedway each night of the 1990 season, but had never gotten it. Champion Speedway, however, has been renamed American Speedway, and Lewis made the inaugural ceremony a successful one by nabbing his first Handicap main.

After five complete laps in the semi, it was questionable if Lewis would get to the main as he was out of the third transfer spot until circuit number six. Not until the fourth turn of that final lap was Lewis able to take a low line under Randy Stauff for third, and admission to the main.

Gating from the 30-yard line, Lewis' mission was not only to overtake the short-yard runners, but he would also have to hold off two of the track's top riders — Tom Burge and Tuff McBride, both coming from the 60 yard line.

Tim Mathewson got the gate over Marco Morello and Kyle Dixon, all from the zero, for the lead. Moving past one rider on each lap, Lewis started lap four in first place. McBride, however, followed his rear wheel, and moved to challenge for the lead. Off turn four on the white flag lap, Lewis caught a hole that broke his line momentarily and gave McBride the break he needed to go into first. With a victory in view, McBride found another fourth-turn hole that took him to the wall. Lewis stayed down on the pipe to beat McBride to the finish line for his first checkered flag.

Tuff McBride was again the dominant force in Scratch racing as he compiled wins in all of his events en route to the main. Holding down the undesirable third gate position,

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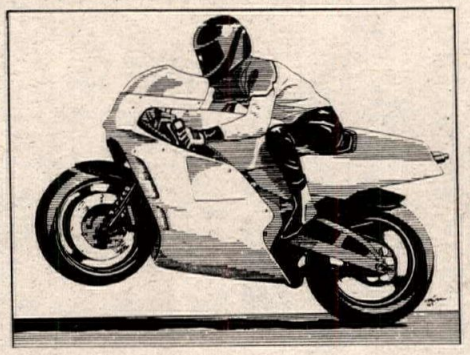
Drawing by G. Harding

SEPTEMBER 14-15-16

• 83 MPH = Fastest Supersport Motorcycle Average Speed at 1989 Sears Point National Road Race
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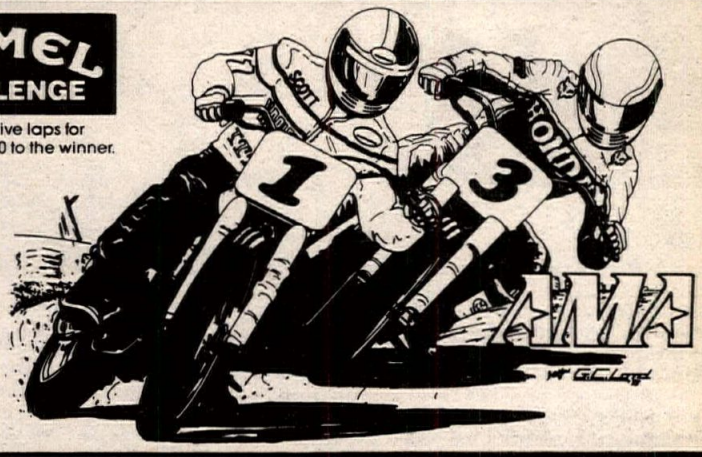

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(#12A)This 60 minute videotape laces together highlights of some of the greatest Supercross battles ever. First, from sold-out Anaheim stadium is the 1986 Anaheim Supercross. Now you can see David Bailey in his prime and young Rick "Bad Boy" Johnson in a classic final event that has now gone down in history as the most amazing Supercross final ever raced at Anaheim.

Second, you will see the last Superbowl of Motocross 1987 (promoted by Mike Goodwin's Supercross Inc.) held at the Los Angeles Memorial Coliseum. Now known as "Ricky's Rampage", you can witness the most amazing come-from-behind racing ever videotaped. On a controversial Supercross track including the famous peristyle jump, Rick Johnson is pinned down on the 1st turn, then works his way to the win in a 20-lap main event. This race has never been televised and was produced exclusively for home video.

Finally, watch long-time rivals Jeff Ward and Rick Johnson dice throughout the final moto of the 1988 Pontiac Supercross. After falling 3 times during the race, Johnson catches Ward who led for much of the race. Finally on passing Ward for the third time, Johnson holds on the gas and forces Ward into the Motovideo cameraman in one of the most outlandish crashes ever videotaped.

Narration of these events by Larry Huffman, Greg Barbacovi, and David Stanfield. From Motovideo

To Order Videos, Use The Video Order Blank Elsewhere In This Issue Of Cycle News

LOCAL EVENTS

Kyle Kelly (211) took an early lead in the Senior Mini class at the Bremen Supercross, but later dropped to second behind overall winner Patrick Hizel.

Josh Trungett (18) pursued Jon Champlain, Jr. (43) in the 50cc class at the Lamoine Short Track season final. Trungett later passed Champlain for the victory.

McBride made it work by angling to the first turn ahead of polesitter Burge and Lenny McBride. The outside was occupied by Damien Cornwell.

McBride took and held the lead off turn two, while the race for second developed between Lenny McBride's Godden and Burge. For the entire four-lap main, Lenny McBride and Burge were never more than a half bike length apart with Lenny emerging the second-place finisher, barely ahead of Burge, while Tuff McBride's lead had increased for a large victory over the field.

Tuff McBride has been victorious in nine of 13 Scratch mains this season.

Results

HDCP: 1. John Lewis (Wes); 2. Tuff McBride (Jaw); 3. Tom Burge (Gdn); 4. Marco Morello (Gdn); 5. Tim Mathewson (Jaw).
SCRATCH D-1: 1. Tuff McBride (Jaw); 2. Lenny McBride (Gdn); 3. Tom Burge (Gdn); 4. Damien Cornwell (Gdn).
SCRATCH D-2: 1. Nick Ciardi (Wes); 2. Eugen Wilmarth (Jaw); 3. Kyle Dixon (Jaw); 4. Kelli McMahon (Jaw).

Bland blasts SME MX

By James Jarman

DILLWYN, VA, AUG. 26
After a five-year layoff, Scott Bland displayed the talents that made him the 1984 250cc A Stock Amateur National Champion by taking the overall victory in the 250cc A class at SME Motocross Park.

The weather was hot and humid, keeping rider turnout down to a little over 70 participants.

Tedd Orr was out front early at the start of the first 250cc A moto, followed by Bland and Chris Taylor. By the halfway mark, Orr had succumbed to the heat, handing the lead over to Bland and moving Taylor to second; Orr eventually withdrew from the moto. Taylor closed in on Bland but was unable to pass, giving Bland the moto win over Taylor, followed by Kevin Mustain.

Taylor blasted the field off the line to start moto two, followed closely by Bland. The duo then went out of sight, and it was Bland who reappeared with the lead. Taylor pushed it a little too hard, winding up on the ground, and ended up retiring from the moto. Bland cruised home with the win, followed by Karl Johnson and John Morfit.

The 250cc B class saw Donnie Miller, riding his first B-class race, out front early, followed by Brian Nast. The man on the move was Ed Ables, who recovered from a first-turn crash to move into second behind Miller. Miller came into the whoops, grabbed too much throttle and found himself on the ground, handing the lead to Ables. Ables went on to take the win with Miller second and Nast third.

Ables nailed the holeshot to start moto two, followed by Nast and Miller. Ables pulled out front and went on to win moto two. Nast and Miller were left by themselves to decide who would be second. Miller pressured Nast for the remainder of the moto, but on the last lap Nast fell. Miller went by to capture second with Nast remounting to finish third.

Results

50: 1. Justin Mikola (Yam).
60: 1. Mark Suhrie (Kaw); 2. Michael Ford (Kaw); 3. Travis West (Kaw); 4. Jeff Day (Kaw).
JR MINI: 1. Neil Shelor (Hon); 2. Michael Ford (Kaw).
SR MINI: 1. Mark Williams (Kaw); 2. Myles Scarno (Suz); 3. Rocky Bland (Yam); 4. Jason Osborne (Kaw).
125 A: 1. Jamie Frazier (Hon); 2. Chris Taylor (Hon); 3. Kevin Mustain (Kaw); 4. Robert Livengood (Hon).
125 B: 1. Ben Ricks (Yam); 2. Eddie Davis (Hon); 3. Kevin Branch (Yam); 4. Mark Swart (Yam); 5. Brian Nast (Kaw).
125 C: 1. Steven Eagler (Yam); 2. Chris Layre (Hon); 3. Dondal Kerns (Hon); 4. Kenneth Cheek (Hon); 5. Dennis Bornette (Yam).
250 A: 1. Scott Bland (Suz); 2. John Morfit (Kaw); 3. Danny Whitten (Hus); 4. Karl Johnosn (Hon); 5. Chris Taylor (Hon).
250 B: 1. Ed Ables (Suz); 2. Donnie Miller (Yam); 3. Brian Nast (Kaw); 4. Timothy Norris (Suz); 5. Richard Stake (Yam).
250 C: 1. Keith Deaton (Suz); 2. Simon Green (Hon).
OPEN A: 1. Mike Harris (Kaw); 2. James Nagle (Hon).
25+: 1. Rick Wendelken (Hon); 2. Mike Harris (Kaw); 3. Gary Morris (Yam); 4. Mike Curry (Yam); 5. Scott Estep (Suz).
SR 30+: 1. Rick Wendelken (Hon); 2. Alan Kocatos (Hon); 3. James Nagle (Hon); 4. Gary Morris (Yam); 5. Paul West (Hon).
S/SR 40+: 1. Ken Jordan (Hon).
2-STRK: 1. Gary Shifflett (Suz); 2. David White (Suz); 3. William Rutman (Hon); 4. Richard Bryant (Hon); 5. Andy Lohr (Hon).
4-STRK: 1. Mike Carroll (Hon); 2. Paul Smith (Hon); 3. Sean Ladue (Hon).

Moural massacres competition at Cycleland Motocross

By Michael Rich

CHICO, CA, AUG. 31
Honda-mounted Lowell Moural, Jr. used flawless starts and aggressive riding to take home the overall victory in the Expert/Intermediate class in Friday night motocross action at Cycleland Speedway.

As the gate dropped to start the night's racing, Lowell Moural, Jr. took the holeshot from his father, Lowell Moural, Sr., plus Darrin Kitzmiller, and Tim Nobles. With each lap, Moural Jr. added to his lead until he had a full straightaway on the rest of the field. His pursuers remained tightly bunched throughout the race. Kitzmiller attempted to dive under Moural Sr. in the high-banked turn after the finish line each lap, but each time, Moural was able to hold Kitzmiller off. Then, on the last lap, as the two riders approached the finish, Kitzmiller made a desperation move: He stuffed it inside Moural Sr. in the last turn and stole second by a wheel at the line.

In the second moto, Moural Jr. again took the holeshot followed by Moural Sr., Kitzmiller, and John Neary. By the third lap, Moural Jr. had already built an extensive lead. Moural Sr., however, was coming under pressure from Kitzmiller. As the duo entered the rockers, Kitzmiller made his move and took second. Meanwhile, Nobles had passed his way to fourth and was now pressuring Moural Sr. for third. On the next lap, Kitzmiller blew over one of the high-banked berms and went down. This moved Moural Sr. back to second and Nobles to third. Nobles quickly closed the gap between himself and Moural Sr. and looked ready to make a move when he endoed over one of the tabletops in the back section. Although Nobles hit the ground hard with his bike landing on top of him and then cart-wheeling down the track, he was soon back on his feet with no apparent injuries. This gave Moural Sr. some breathing room and moved Brandon Williams to third. At the finish line, it was Moural Jr. taking the win from his father and Williams.

Results

P/W: 1. Chris McAvoy (Yam); 2. Nikki Harris (Yam); 3. Eric Nye (Yam).
MINI NOV: 1. Dusty Gyves (Kaw); 2. Bo Yates (Yam); 3. Nathan Peterson (Kaw).
MINI JR: 1. Jerry Harvey (Suz).
125 NOV: 1. Jason Ritchey (Hon); 2. Roy Rios (Yam); 3. Justin Couchot (Suz).
125 JR: 1. Jim Ferguson (Hon).
250 NOV: 1. Steve Moore (Suz); 2. Todd Wroe (Hon); 3. Larry Azevedo (Hon).
OPEN NOV: 1. Gary Packer (Hon).
OPEN JR: 1. Bill Taylor (Kaw).
VET: 1. Bill Rogers (Hon); 2. Michael Rich (Suz).
EX/INT: 1. Lowell Moural, Jr. (Hon); 2. Lowell Moural, Sr. (Hon); 3. Darrin Kitzmiller (Hon); 4. Shane Obendorf (Suz).

Tinkham wins Lamoine Short Track finale

By Linden Baker

MACOMB, IL, AUG. 25
Seventeen-to-19 second lap times were the norm for the last race of the year at the Lamoine Ramblers quarter-mile track near Macomb, Illinois. Despite a relatively light rider turnout (35 riders), compeition was keen. Even the 500cc class that had only two riders, Mike Tinkham of Kirkwood, Illinois, and Dan Carter of Bloomington, saw lead changes and speeds that made one wonder if there wasn't a pack of riders chasing them. Tinkham held on to win the race, but the outcome was in doubt right up to the checkered flag.

Results

50: 1. Josh Trungett; 2. Jon Champlain Jr.; 3. Garret Cler.
60: 1. Shane Garrison; 2. Quint Eslinger; 3. Gustin Cler.
80: 1. Scott Adams; 2. Mike Copeland; 3. Wm. Robertson.
125: 1. Steve Hall; 2. Kip Anderson; 3. William Miller Jr.
200: 1. Scott Shinn; 2. Richard Ginther; 3. Mike Copland.
250: 1. Bryan Greybeal; 2. Steve Hall; 3. Doni Holeman.
400: 1. Chris Links; 2. Terry Adams; 3. David Gill.
500: 1. Mike Tinkham; 2. Dan Carter.
SR: 1. Les Eslinger; 2. Mike Rouse; 3. Greg Vogel.

Bruce bags Altamont Supercross win

By Nuklear Neukam

TRACY, CA, SEPT. 1
After a long battle with the local government, track owner Larry Lacey finally succeeded in obtaining the necessary permits required to reopen the renowned Altamont Raceway, probably best remembered for a long-ago Rolling Stones concert chaperoned by the Hell's Angels.

This Saturday night at the California State Supercross Championship, Yamaha-rider Joe Bruce claimed the purse as he won the Pro class ahead of Kawasaki-mounted Brett Comer.

With the long Labor Day weekend combined with a series kick-off further south, a light rider turnout meant the heat races would determine gate positions for the main event. Yet Bruce, who pulled an admitted "squid move" at the start of the Pro heaat in which he tangled with Comer, was out for glory. Bruce's tangle resulted in him beginning the heat from the back of the pack while Suzuki-mounted Todd McMaster dueled for the lead with Irv Achzinger and his Honda. It took Bruce until just before the white flag to zap McMaster for the lead, and he then had no trouble as he styled to the win.

Comer wrestled the lead away from Achzinger in the first turn of the main event while Bruce settled in mid-pack. McMaster passed Achzinger on the first lap to advance to second, while Comer started to open up a lead. Before lap two was complete, Bruce roosted past a swapping McMaster and began closing ground on Comer. A lap later, Bruce cut under Comer and secured the lead, which he held to the finish. Comer dropped back a little, but continued his crowd-pleasing aerial displays over the monster tabletop as he followed in for second. McMaster finally settled into to a contolled pace and took third ahead of Achzinger, while Honda-mounted Sean Loller rounded out the top five.

Kawasaki-mounted Gary Haehne won the heat and the main over Yamaha-mounted Alex Chellew in the Vet C class, while Honda-mounted Pete Rudnick finished third.

Seth Young dominated the 80cc class aboard his Honda as he topped Kawasaki-mounted Jake Wikoff in both the heat and the main while Kawasaki ace Shaun Rapp held off Terry Biel and his Kawasaki for third. Suzuki-mounted Stephan Kennedy recovered from a crash to secure fifth.

Chad Biel outlasted Tyson Lacey in the all-Kawasaki 60cc class as Robert Blake held on for third.

Results

PRO: 1. Joe Bruce (Yam); 2. Brett Comer (Kaw); 3. Todd McMaster (Suz); 4. Irv Achzinger (Hon); 5. Sean Loller (Hon).
VET C: 1. Gary Haehne (Kaw); 2. Alex Chellew (Yam); 3. Pete Rudnick (Hon); 4. Susan Lee (Kaw); 5. Jerry Kleinfeldt (Hon).
60: 1. Chad Biel (Kaw); 2. Tyson Lacey (Kaw); 3. Robert Blake (Kaw).
80: 1. Seth Young (Hon); 2. Jake Wikoff (Kaw); 3. Shaun Rapp (Kaw); 4. Terry Biel (Kaw); 5. Stephan Kennedy (Suz).
250 C: 1. Luigi Bariani (Yam); 2. Kevin Wise (Suz); 3. David Lesuer (Hon); 4. Steve Cartwright (Hon); 5. Thomas Rogers (Hon).
OPEN C: 1. Robert Nelson (Yam).
125 C: 1. Jamie Haskins (Hon); 2. Josh Chisum (Kaw); 3. Rich Thomas (Yam); 4. Patrick Garraham (Hon); 4. Mark Hortin (Kaw).
VET B: 1. Erik Schaffer (Hon); 2. Ron Junkert (Kaw).

Cantrell, Jordan jam at Bremen Supercross

By Wayne Parham

BREMEN, GA, AUG. 11
Defending his lead in both motos of the evening, Billy Cantrell's 1-1 moto tally powered him to the top in the 201-Open C class at the recently modified Bremen Supercross. Jeff Shealy secured a second-place finish overall with his 2-2 tally. Ranking third behind the two Honda riders, Jeff Reynolds guided his Kawasaki to a 3-3 total which placed him third.

In a close night of racing in the 0-200 C class, Rick Jordan edged ahead of Jim Albritton by winning the second moto. Albritton topped Jordan in the first moto, but when the two faced each other in the second moto Jordan walked away with the win. Watching the two leaders battle for the lead in both motos, Jim Smith stayed ahead of the remainder of the pack for a 3-3 moto tally.

After a second-place finish in the first Senior Men moto, Kawasaki rider Malcolm Quehl followed with a win in the second to take the overall win in the class. Also improving with a better finish in the second moto, Bob Shillinger captured second overall with a 4-2 total while Jim Albritton stabilized at third place in both motos for a third-place finish in Senior Men. Mike Henderson may have had a bid for one of the top places, but after he defeated Quehl in the first moto, Henderson slipped farther back into the pack in the second moto.

A 1-1 total clinched the win for Honda rider Rodney Vaughn as he set the pace for the Beginner class. After running fourth in the first moto, Chris Williams stayed ahead of everyone but Vaughn in the second moto and claimed second overall. Running steadily in both motos, Shawn Price took third overall.

Results

P/W: 1. Jr. Morrow (Yam); 2. Matt Dickerson (Yam); 3. Rob Powell (Yam).
JR MINI: 1. Scott Pinson (Suz); 2. Jr. Morrow (Yam).
SR MINI: 1. Patrick Hizel (Hon); 2. Kyle Kelly (Hon); 3. Richard Jenkins (Yam).
SCHBY: 1. Patrick Hizel (Hon); 2. Chris Oys (Hon); 3. Patrick Brown (Hon).
BEG: 1. Rodney Vaughn (Hon); 2. Chris Williams (Kaw); 3. Shane Price (Kaw).
SR MEN: 1. Malcolm Quehl (Kaw); 2. Bob Shillinger (KTM); 3. Jim Albritton (Hon).
0-200 C: 1. Rick Jordan (Hon); 2. Jim Albritton (Hon); 3. Jim Smith (Kaw).
201-OPEN C: 1. Billy Cantrell (Hon); 2. Jeff Shealy (Hon); 3. Jeff Reynolds (Kaw).
VINT: 1. Lee Winston.

Lucero lands Speedway USA win

By M. Sober

VICTORVILLE, CA, AUG. 25
Steve Lucero, the 1989 California State Champion, won the eight-lap Handicap main event by less than a bike length over Gary Ackroyd at Speedway USA.

By the time the Handicap main was gridded the high desert speeday oval had succumbed to the ravages of numerous laps by bikes and go-karts, and resembled the old Highway 66. The blue-groove conditions made passing on the outside virtually impossible, but Lucero found the tight line down next to the pole to his liking. Lucero started on the 50-yard line between Mike Faria and Bobby Schwartz, while Brent Werner and newly returned Jesse Finch were stationed on the 30, and the 20-yard line was clustered with Gary Ackroyd, Jim Turner and Doug Bowers. As the starting gate went up, Ackroyd and Bowers moved out front with Ackroyd getting the initial lead. By the time two laps were in the books, the riders were settled into a freight train with Ackroyd in the lead, Bowers in second, Lucero in third, Schwartz in fourth and Faria. Ackroyd was starting to get away from the pack as Bowers held up the rest, but Lucero soon went to work on Bowers and by the end of lap five Bower felt the pressure and ended up sliding out to the wall on lap six. With Bowers out of the picture, Lucero quickly moved up behind Ackroyd and took a half wheel win with a deft sprint from the final turn. Ackroyd remained in second with Schwartz and Faria finishing a close third and fourth.

The Scratch main was once again taken by defending National Champion Bobby Schwartz. Mike Faria started out on the inside pole position but was out-gated by Schwartz who started in the second slot. Steve Lucero was in the third spot and fourth was occupied by Alan Christian. Schwartz and Faria battled for the lead on the first two laps, but Schwartz maintained his inside line and eventually put a little breathing room between himself and a very determined Faria. Meanwhile, just a few feet behind the leaders, Lucero and Christian were staging a fierce battle for third. Christian had it and then Lucero took it away, but Christian got it back and kept it when Lucero tried to make a move on the leaders and drifted wide out into the deep cushion.

Results

SCRATCH: 1. Bobby Schwartz (Wes); 2. Mike Faria (Wes); 3. Alan Christian (Wes); 4. Steve Lucero (Wes).
HDCP: 1. Steve Lucero (Wes); 2. Gary Ackroyd (Wes); 3. Bobby Schwartz (Wes); 4. Mike Faria (Wes); 5. Jesse Finch (Wes).
D-2: 1. Harley Hall; 2. Greg Appleman; 3. Mike Reed; 4. Jason Rock; 5. Lee Edwards.
D-3: 1. John Aden; 2. Don Darling; 3. Mike Blake; 4. Rino Navara; 5. Brian Carter.
JR D-1: 1. Heath Hammonds; 2. Chris Werner; 3. Pete Peralta; 4. Mike Hull.
JR D-2: 1. Danny Bandfield; 2. Amber Koosuth; 3. Mark Nicklas; 4. Tim Cochren.

Finch returns, wins at Ascot Speedway

By Scott Daloisio

GARDENA, CA, AUG. 16
Former Junior National Champion Jessee Finch ended a two-year retirement and won the Handicap main on KNAC Night at Chris Agajanian's Ascot South Bay Stadium.

Finch last raced in 1988, but it looked like he never left the sport. When the tapes went up to start the main, he immediately placed the Jim Thorn Creative Photography/Cirello Racing/Bib Burrito Jawa into the lead. Charlie Venegas, who started 10 yards behind Finch, got out second and immediately looked toward the leader.

While Venegas decided he wanted the leader, Steve Lucero and Don Odom decided they wanted Venegas. They sandwiched him at the end of lap two and the three of them crossed the line side-by-side. It took another full lap before Lucero had second to himself. He then began to plan strategy on how to catch the leader.

Many thought Finch would get tired, but it was not the case. For the past few months, he had been practicing at Ken Maely's track in Corona, California, and looked anything but tired.

While Finch and Lucero moved away, there was a tremendous battle going on between Odom, Venegas, Tony Bienert and Josh Larsen for fourth. They traded the spot back and forth in a fierce war that kept the fans on the edge of their seats.

When the race ended, Finch had the win by a comfortable margin. Lucero took second with Mike Faria third. Larsen got fourth with Venegas fifth. On the last lap, Odom slammed the turn three wall and dislocated his shoulder.

As usual, Bobby Schwartz got an immaculate start in the Scratch main aboard the KNAC/Promotion Products/STP/Budweiser/Bell PPT. Out of gate two, he pulled it down on pole-sitter Faria and took control of the race in turn one.

Phil Collins, who had to start in gate four, wheelied by Larsen on the back chute on lap one. That gave him third.

Faria tried the dirt on lap two, but couldn't find any drive. The slender rider was faster than Schwartz on the straights, but he was no match for the National Champion in the turns.

At the Roy Ketting white flag, Faria tried to take his Weslake inside Schwartz. The leader was ready for the move and slammed the door in Faria's face. From that point on, Schwartz had it all to himself and bagged another victory. Faria, Collins and Larsen rounded out the field.

Results

SCRATCH: 1. Bobby Schwartz (PPT); 2. Mike Faria (Wes); 3. Phil Collins (Wes); 4. Josh Larsen (Gdn).
HDCP: 1. Jessee Finch (Jaw); 2. Steve Lucero (Gdn); 3. Mike Faria (Wes); 4. Josh Larsen (Gdn).
D-2: 1. Tom Norris (Wes); 2. Chris McGee (Wes); 3. Tony Gomez (Jaw); 4. Bobby Campbell (Wes).
D-3: 1. Brian Carter (Wes); 2. John Aden (Jaw); 3. Robert Salsbury (Wes); 4. Harley Hall (Wes).
SDCAR: 1. Dean Steele/Dwayne King (Duc); 2. Craig Dempster/Peter Lewis (Kaw); 3. Steve Stanton/Tom Tufts (Kaw); 4. Randy McIntyre/Brett Fox (Kaw).

Carstens, Zupko prevail in New Egypt Motocross

By Rick Lynch

NEW EGYPT, NJ, AUG. 26
Barry Carstens and Richie Zupko scored wins in the 250cc Pro/Expert and 250cc Amateur classes, respectively, on a superbly-groomed New Egypt track today. Both riders had to come from behind in fast action that kept the crowds in the stands on their feet.

Moto one of the 250cc Pro-Expert class found Montgomeryville Cycle-sponsored Carstens with a close holeshot ahead of RRP's Kawasaki ridden by Ty Wallace with Steve Herman making it a close threesome. Wallace and Herman pushed Carstens mercilessly for six laps over the jumps, through the corners and down the straights, often all within the same second. On lap seven, however, Wallace bounced high off a berm, dove inside Carstens, held the gas around the next turn and took the lead with both Carstens and Herman chasing. They finished in that order four laps later. Carstens expended so much energy trying every line to get by the door-slamming Wallace, he was doubled in pain at the gate just past the finish line.

Moto two was a replay with a different ending. KPS-sponsored Jerry Seip's Honda got the holeshot with Wallace, Herman and Carstens making it a foursome. With Wallace on the inside, Herman on his fender and Carstens gassing the berm, they quickly sandwiched the leading Seip with Wallace taking the lead with Carstens in his exhaust. Seip was close enough to Herman that the latter jumped over him going over the double doubles in lap two.

The Wallace-Carstens feud, meanwhile, was intense with Carstens using the long, multi-jump straight section to stay on the fender of Wallace. Into the second half of the race, Carstens hit going over the double doubles but both riders kept pace and, as fate would have it, lap seven was again to be the turning point. Wallace and Carstens broke late into the first turn after a fast straight with Wallace bouncing off a hay bale, boggling momentarily, but enough for Carstens to take the lead. Wallaces gave chase for the final three laps with Herman third. Wallaces' 1-2 gave him second overall with Carstens' 2-1 giving him the class win; Herman's 3-3 was good enough for third overall.

Honda CR support rider Richie Zupko's 250cc Amateur class duel with Freedom Cycles' Rich Rike was as exciting as the Carstens-Wallace battle. Suzuki-mounted Brian Archer holeshot moto one with Rike just behind and the Pro Pilot Suspension, O'Neal-backed Zupko moving in close halfway through lap one. By lap's end, Zupko out-gassed and outcornered both Rike and Archer with Rike just behind to become his permanent shadow for eight laps until checkered flag time. Trapani Racing team member Brian Behrman finished third.

The final again found Archer with the holeshot, this time with Behrman on his rear wheel, taking the lead through the double jump east section and pulling Rike in his draft. By lap two, Behrman had command of the front. Zupko's mid-pack start moved him in behind Ralph Delanzo, Billy Hope and Archer with the two to six spots less than three seconds apart.

After passing Archer and Hope on lap four, Zupko outgassed and pulled up on the hustling Rike. Zupko pressured Rike at every corner getting alongside him on the backsection. Rike appeared to get squirrelly in some loose sand and Zupko moved the Honda to a second-place finish behind Behrman, with Rike getting back on track to finish fifth. Zupko's 1-2 performances took the overall. Behrman's 3-1 was good for second and Rike's 2-5 held for third.

Pat Litt goes inside of Greg Appleman in Division Two at Ascot Speedway. Appleman eventually trailed winner Harley Hall across the finish line.

Rick Zupko (114) leads Rich Rike (40) at the start of the 250cc Amatuer class at New Egypt Motocross before taking the checkered flag ahead of Brian Behrman.

Results

80 10-11: 1. A. Graser; 2. M. Drabkowski; 3. R. Volker; 4. E. Hyman.
80 12-13: 1. N. Woerner; 2. C. Smith; 3. B. Firestone; 4. B. Snook.
80 14-15: 1. B. Dalton; 2. V. Grusso; 3. K. Sansalone; 4. M. Englelein.
OPEN MINI: 1. B. Delanzo; 2. N. Woerner; 3. B. Snook; 4. M. Peat.
125 NOV A: 1. M. Janiszewski; 2. S. Thurston; 3. J. McGinnis; 4. D. Scilardino.
125 NOV B: 1. D. Banmullo; 2. B. Simiczak; 3. J. McCurry; 4. M. Piazza.
250 NOV: 1. M. Janiszewski; 2. L. Gall; 3. J. Edminstom; 4. R. Durham.
SCHBY: 1. Lee Rostein Jr.; 2. D. Shea; 3. A. Stout; 4. B. Simiczak.
COLLEGEBOY: 1. J. Corzine; 2. J. Schilling; 3. D. Banmullo; 4. R. Burhane.
125 EX: 1. B. Carstens; 2. B. Carroll; 3. T. Wallace; 4. S. Herman.
125 AM: 1. D. Shea; 2. D. Tilgman; 3. B. Behrman; 4. R. Zupko.
250 EX: 1. B. Carstens; 2. T. Wallace; 3. S. Herman; 4. J. Dengler.
250 AM: 1. R. Zupko; 2. B. Behrman; 3. R. Rike; 4. R. Delanzo.
OPEN EX: 1. J. McIlvane; 2. S. Brown; 3. K. Hulse; 4. J. Cusson.
OPEN SR EX: 1. R. Rosseter; 2. B. Dengler; 3. L. Rosten Sr.
OPEN AM: 1. R. Rike; 2. A. Chicerelli; 3. G. Jost; 4. G. Hoffman.
25 PLUS: 1. Jerry Seip; 2. M. Teisler; 3. Steve Brown; 4. R. Rosseter.
SR AM: 1. D. Hurley; 2. A. Chicarelli; 3. P. Hanna; 4. H. Bromiley.
S/SR: 1. J. McGinnis; 2. K. Brewer; 3. K. Flaig; 4. C. Hughes.

Segedy steals Mathias Short Track Open win

By T.L. Coss

NEW PHILADELPHIA, OH, AUG. 18
Ian Segedy maneuvered his 750 Harley-Davidson to victory in the Open class at Mathias Raceway.

Segdey jousted with Larry Hodges and used a deep line to capture the lead. John Vanderkooi hammered into the second spot, followed by a three-way contest for third between Mike Smith and Scott Morris. Vanderkooi worked his way closer to challenge the leader but Segedy had found a strong line and held onto it for the win.

Larry Kinsey nailed down the Senior class win. Kinsey began with a holeshot but was forced to give it up to hard-charging Roger Chester. Chester dumped it in turn four and was overtaken by Ken Colvin, who promptly slid down. Chester was again in second when he fell in the same corner. Colvin also repeated his crash, and when the checkered flag came out, it was Kinsey for the honors.

In the 250cc final, Mike Smith lapped traffic and won the event. Jamie Inch finished second with Kenny Arnold third.

The Conversion class featured several laps of lead changes between Larry Hodges and Dale Sondles. Hodges, who had forgotten to change his tire for the heat, came back in the feature with the correct equipment and used it to full advantage. Hodges lost his holeshot to the high-lining Sondles but inched his way back to the front on the inside. Just before the finish line, Sondles threw a chain, and Mark Hostetler came in second.

Results

OPEN: 1. Ian Segedy; 2. John Vanderkooi; 3. Mike Smith; 4. Scott Morris; 5. Larry Hodges.
SR: 1. Larry Kinsey; 2. Roger Chester; 3. Ken Colvin.
250: 1. Mike Smith; 2. Jamie Inch; 3. Kenny Arnold; 4. Robert Penix; 5. David Arnold.
125 KNOBBY: 1. Tandy Friley; 2. Bob Milligan; 3. Craig Milligan; 4. Mike Cutshiell.
OPEN KNOBBY: 1. Ken Colvin; 2. Mark Hostetler.
CONVERSION: 1. Larry Hodges; 2. Mark Hostetler; 3. Dale Sondles.
50: 1. Justin Niedermeier; 2. Dustin Kitts; 3. Kim Smith; 4. Kyle Barker; 5. Troy Coventry.
60: 1. Shawn Thomas; 2. Justin Niedermeier; 3. Kim Smith.
80: 1. Shawn Thomas; 2. Kim Smith; 3. Bob Penix.

Blain takes Bremen Supercross win

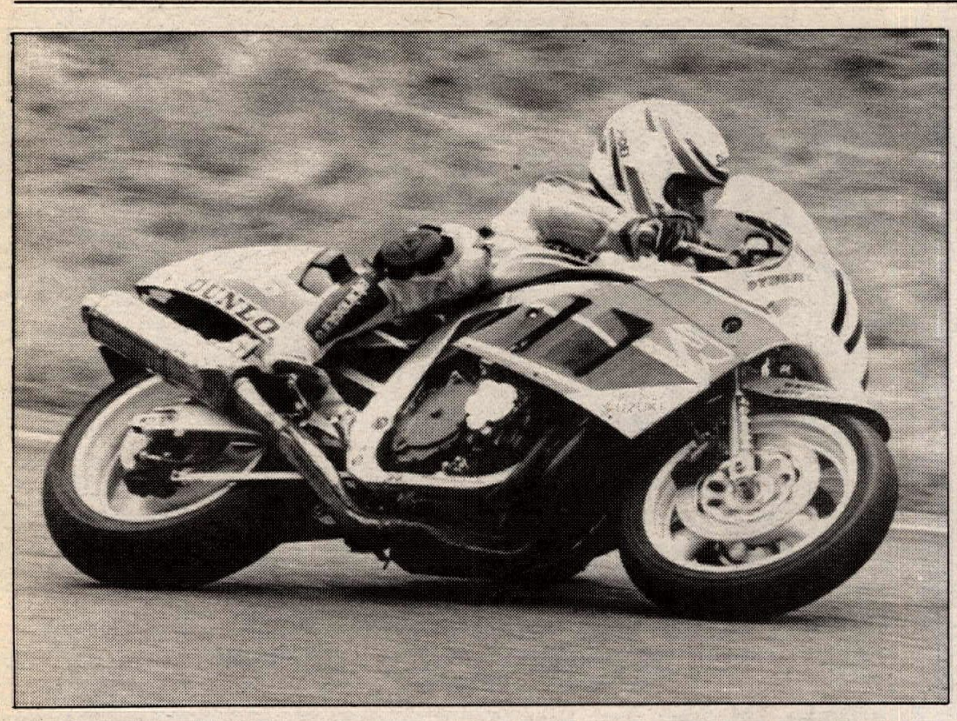
By Wayne Parham

BREMEN, GA, AUG. 18
Although Jonathan Blain rode his KTM to an easy sweep of all motos in the Open A and 200cc A classes, the B-class rider fought hard to secure their wins at Bremen Supercross on Saturday night.

Billy Beltz fended off the pack in the opening 201-Open B moto, but slipped into second in the final moto as Bradley Pendley claimed the win. Beltz's 1-2 tally earned him the overall win with Pendley (3-1), taking second, and Mike Henderson (2-3), finishing third.

Ken Kelly notched a win in the first moto of the 200cc B class, while being chased by Pendley, but dropped back in the pack in the second moto as Pendley claimed the moto win and first overall with a 2-1 moto tally. Chris

LOCAL EVENTS



Joe Pittman topped the 750cc Production class at Seattle International Raceway, finishing ahead of Mike Sullivan and Steve McKissock. Shawn Roberti was fourth.

Church followed Pendley's Yamaha across the line to take second in the final moto and finished the night in second with a 3-2 total. After running strong for a win in the opening moto, Kelly's fourth-place finish in the second event dropped him to third in the 200cc B class.

Billy Cantrell set the pace for the 201-Open C class as he held his ground to take consecutive wins while Jeff Shealy attempted to close the gap but finished second in both motos. Finishing 3-4 on the night, Chris McNeil placed third after Tim Caviness, (7-3) edged ahead of him in the second moto.

After a third-place finish earlier, Rick Jordan powered his way into the lead in the second moto to win the 200cc C event. Running strong on his Honda, Chris McNeil took the checkered flag ahead of the pursuit group, but a fourth-place finish in the final moto dropped him to second overall. Patrick Brown battled to a second-place finish in the second moto, which followed an earlier fifth-place finish, to place third in the class.

Results

P/W: 1. Eric Elsberry (Yam); 2. Willie Eckhart (Yam).
JR MINI: 1. Jay Murphy (Kaw); 2. Lance McGivney (Kaw); 3. Mike Bailey (Hon).
SR MINI: 1. Shae Bentley (Kaw); 2. Kyle Kelly (Hon); 3. Gary Kellum (Suz).
SCHBY: 1. Billy Cantrell (Hon); 2. Gary Kellum (Suz); 3. Shae Bentley (Kaw).
BEG: 1. Kevin Wood (Yam); 2. Shane Price (Kaw); 3. James Burton (Kaw).
0-200 C: 1. Rick Jordan (Hon); 2. Chris McNeil (Hon); 3. Patrick Brown (Hon).
0-200 B: 1. Bradley Pendley (Yam); 2. Chris Church (HOn); 3.Ken Kelly (Kaw).
0-200 A: 1. Jonathan Blain (Kaw).
201-OPEN C: 1. Billy Cantrell (Hon); 2. Jeff Shealy (Hon); 3. Chris McNeil (Hon).
201-OPEN B: 1. Billy Beltz (Kaw); 2. Bradley Pendley (Yam); 3. Mike Henderson (Hon).
OPEN A: 1. Jonathan Blain (KTM).
SR MEN: 1. Mike Henderson (Hon); 2. Rick Jordan (Hon); 3. Malcolm Quehl (Kaw).
ENDR: 1. John Beasley (Kaw); 2. Randy Harper (Hon); 3. Lee Winston (KTM).
VINT: 1. Barry Higgins (BSA): 2. Brett Burkitt (Pen); 3. Lee Winston (C-A).

Pittman rebounds at Seattle RR

By Steve Lee
Photo by Andrew Crain

SEATTLE, WA, AUG. 19
The 750cc Production class at Seattle International Raceway saw the northwest number one plate-holder, Joe Pittman, take the win on his Bellevue Suzuki/Shoei-sponsored GSXR750 followed closely by Mike Sullivan on another GSXR. Steve McKissock and his Suzuki held down third place while a real battle for fourth raged between Shawn Roberti, Michael McBrady and Adam Fausett, finishing in that order, and all riding GSXR750s.

Pittman, who has been competing in some WERA Formula USA Series races, was getting back to competition after a five-week layoff due to a serious crash coming up out of the hairpin at Westwood, Canada, that resulted in two broken ribs and a punctured lung. Joe said once most of the pain was gone, he needed to race as soon as possible to test his confidence level. Confidence was obviously not a problem as he not only took the 750cc Production win from a hard-charging Mike Sullivan, but went on to post near-record lap times in an exciting win in Formula Unlimited over current class points leader, veteran Keith Pinkstaff and his Zlock Racing Suzuki. After the race, Pittman said he felt apprehensive at the start of the day due to decreased stamina and rusty timing, but was very pleased with his two victories and a second place in Open Production for the day.

In F-3, it was Scott Soper on his highly modified Honda CR250R MXer taking a convincing win in both the heat and final. Soper has been plagued with faulty equipment all season and has finished races this year with everything from broken footpegs to collapsed handlebars. With 15 seconds and 40 seconds between Scott and the second- and third-place bikes respectively, Soper proved that when his equipment is cooperating, he is untouchable. Later Soper made a last-minute entry into the Open Battle of The Twins class and with the base gasket fading fast, took an eighth-place finish.

Results

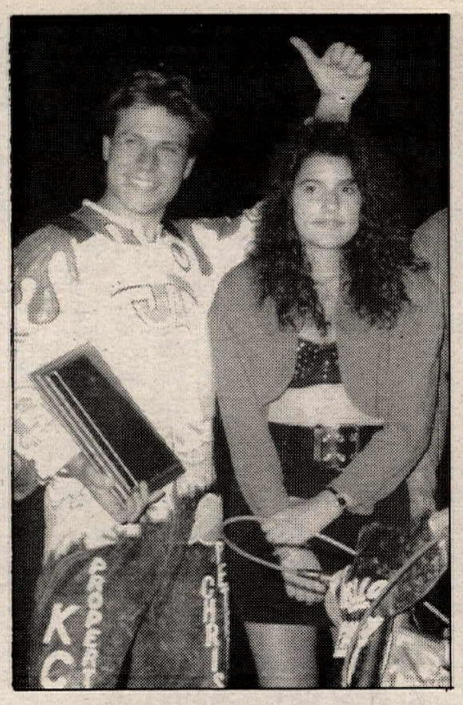
750 PROD: 1. Joe Pittman (Suz); 2. Mike Sullivan (Suz); 3. Steve McKissock (Suz); 4. Shawn Roberti (Suz); 5. Michael McBrady (Suz).
600 PROD: 1. Bruce Lind (Yam); 2. Scott McArthur (Yam); 3. Shawn McDonald (Yam); 4. John Heale (Yam); 5. Eric Seward (Yam).
650 BOTT: 1. Unknown; 2. Tom Davies (Hon); 3. Tim Race (kaw); 4. Rick Salmon (Hon); 5. Jeff Pechtel (Kaw).
450 PROD: 1. Todd Yoast (Yam); 2. Skipper Nilsen (Yam); 3. Kevin Normet (Yam); 4. Christopher May; 5. Brad Jones (Yam).
OPEN SGL: 1. Kevin Meagher (Yam); 2. Brian Sutton (Yam); 3. William Bircher (Hon); 4. Tom Suryan (Yam); 5. Jon Lacey (Yam).
F-3: 1. Scott Soper (Hon); 2. Doug DuBugue (Yam); 3. Karl Schenk (Kaw); 4. John Mooney (Kaw); 5. Patrick Salmon (Hon).
750 S/BK: 1. Keith Pinkstaff (Suz); 2. Eric Disch (Suz); 3. Shawn Roberty (Suz); 4. Brian Sutton (Yam); 5. Adam Faussett (Suz).
F-2: 1. Mike Sullivan (Yam); 2. Marvin Braun (Yam); 3. Bruce lind (Yam); 4. John Heale (Yam); 5. Dave Crockett (Yam).
450 S/BK: 1. Tim Heale (Yam); 2. Alan Schwen (Yam); 3. Dave Hewricks (Yam); 4. Kevin Meaghery (Yam); 5. William Bircher (Hon).
OPEN PROD: 1. Keith Pinkstaff (Suz); 2. Joe Pittman (Suz); 3. Michael McBrady (Suz); 4. Mark Haskins (Suz); 5. Bruce Lind (Suz).
600 S/BK: 1. Marvin Braun (Yam); 2. Shawn Roberti (Yam); 3. Brian Sutton (Yam); 4. Bruce Lind (Yam); 5. Tim Heale (Yam).
DINO: 1. Scott Frericks (Hon); 2. Randy Grein (Suz); 3. Simon Smith (Suz); 4. James Colvin (Hon); 5. Cathy Haggerty (Suz).
F-U/L: 1. Joe Pittman (Yam); 2. Keith Pinkstaff (Suz); 3. Marvin Braun (Yam); 4. Mike Sullivan (Yam); 5. Eric Risch.
OPEN BOTT: 1. David Rocaird (Hon); 2. Tom Davies (Hon); 3. Jeff Pechtel (Kaw); 4. Tim Race (kaw); 5. Philip Carey (Kaw).
VINT: 1. Jon Lacey (BSA); 2. D. Craick (Nor); 3. Lory Johnson; 4. Patrick Salmon; 5. Sean Fromhold (Ric).
NOV: 1. Unknown; 2. Jeff Shults (Yam); 3. Brett Fladseth (Yam); 4. Matt Gwinner (Yam); 5. David Stephens (Suz).

Erichsen, Palmer pull down Marion Half Mile wins

By T.L. Coss

MARION, OH, AUG. 26
Despite George Roeder's hay bale-defying high-line pursuit, Darrin Ericksen motored his Harley-Davidson from start to finish to win the Expert class at Marion County Fairgrounds. Roeder, second off the starting line, closed the gap to a bike length by the end of the race, but Erichsen saw the checkers first. Not far behind, Jon Parker and Scott Stump did a few side-by-side laps battling for third, with Parker getting an edge and holding on.

The Junior final took four starts to get underway. Cory Jerew took off with the lead, with Steve Beattie and Scott Buchan right behind. A third turn crash by Steve Marsh brought out the red flag, and the restart was a repeat of the original — all the way to a second Marsh crash and red flag. The third attempt proved to be a false start, but the fourth time off the line was good. It was Jerew out front again, this time with Beattie sandwiched in the pack. Buchan nabbed second with Beattie working his way out of the crowd to third.



Jessie Finch celebrates a win in Orange County Speedway's Scratch main.

In the Pro-Am main, an uneven start saw the red flag stop Robert Tripp, Kevin Varnes and Pat Buchanan as they completed lap one. Buchanan emerged as the leader of the restart, followed by the pack. Varnes surged ahead of the crowd on the second lap with Tony Burnett behind. Tripp and Kyle Long took over third and fourth when Burnett slipped high; Phil Palmer also took advantage of Burnett's lack of traction to pass him and then challenge Long.

Robert Tripp got off the line first but Phil Palmer beat him out of turn two to take the checkered flag first in the Open class. The scenario played twice as the red flag signaled a restart due to a spill in turn two. Tripp working at closing the gap, but had to settle for second while Dan Martin nudged inside Tim Humphries to nail down third.

Senior class action saw veteran Ron Rall pull the holeshot, feeling heat from Dan Crawford's strong inside line. After dueling handlebar-to-handlebar, Rall slipped to second, then was sent high via a bold pass by Rob Sobering. John Vanderkooi fended off pressure by Roger Chester and Larry Hodges to hold fourth.

In the 500cc class, Mike Warner got the holeshot and took it all the way to the finish. Eric Thorla was second off the line, but Tommy Hayden took over out of turn two and went on to close the gap on Warner, finishing a close second. Paul Morgan moved up to grab third, with Thorla fourth.

Results

OPEN: 1. Phil Palmer; 2. Robert Tripp; 3. Dan Martin; 4. Tim Humphries; 5. Dan Crawford.
SR: 1. Dan Crawford; 2. Robert Sobering; 3. Ron Rall; 4. John Vanderkooi; 5. Roger Chester.
500: 1. Mike Warner; 2. Tommy Hayden; 3. Paul Morgan; 4. Eric Thorla; 5. Thomas Palmer.
250: 1. Ken Coolbeth; 2. Tommy Hayden; 3. David Beattie; 4. Ken Mohler; 5. Mike Moore.
125: 1. Tommy Hayden; 2. Ken Coolbeth; 3. Nicky Hayden; 4. Paul Lynch; 5. Chad Deppert.
80: 1. Nicky Hayden; 2. Paul Lynch; 3. Jenny Hayden; 4. Garth Bastin; 5. Shawn Thomas.
60: 1. Jenny Hayden; 2. Jeremy Thompson; 3. Justin Niedermeier; 4. Kim Smith.
50: 1. K.C. Knodel; 2. Justin Niedermier; 3. Dustin Kitts; 4. Kim Smith; 5. Jason DiSalvo.
EX: 1. Darrin Erichsen (H-D); 2. George Roeder (H-D); 3. Jon Parker (H-D); 4. Scott Stump (Hon); 5. Chance Darling (H-D).
JR: 1. Cory Jerew (H-D): 2. Scott Buchan (H-D); 3. Steve Beattie (H-D); 4. Ron Schroeder (Rtx); 5. Robert Sobering (Rtx).
PRO-AM: 1. Pat Buchanan (H-D); 2. Kevin Varnes (H-D); 3. Robert Tripp (Rtx); 4. Kyle Long (W-R); 5. Phil Palmer (Hon).

Faria, Finch fast at Orange County Speedway

By Scott Daloisio

COSTA MESA, CA, AUG. 17
Colton, California's Mike Faria scored a popular sweep in Scratch racing on a balmy summer night at the Orange County Fairgrounds.

The veteran rider rocketed off gate two aboard his Russell Racing/Shoei/Off Shore/HiPoint/Tsubaki Weslake and set the early tempo over Lance King, Brad Oxley and Alan Christian. Oxley, the 1987 National Champion, went right to the attack and started to work on King. King met the challenge head-on and kept Oxley behind him.

On lap three, Oxley assaulted King with an inside move as they hit turn one. King again held him back, but in their fight for second they were letting Faria get farther ahead. Less than two laps later, they watched from three lengths back as Faria waved to the crowd while taking the checkered flag. King barely edged Oxley for the runner-up spot with Christian taking the wrap-up position.

The night before, Ascot officials saw that the returning Jessee Finch was too strong for the 20-yard-line in Division One. Costa Mesa officials must have gulped when they heard about Finch's Ascot Handicap win, as they had him in Second Division! Fortunately, a spot opened up in First Division and Finch moved up to take the spot. He went on to take his second Handicap main win in 24 hours.

On the Jim Thorn Creative Photography/Cirello Racing/Big Buritto Jawa, Finch started alone on the 20. That gave him the lead at the start. Charlie Venegas came out second and went on the attack. He got inside the leader the first time they slid into turn three, but Finch beat him out of turn four. That proved to be the only serious threat to Finch in the eight-lap race.

On the third lap, Finch and Venegas moved away from the pack. Behind them, a battle for third developed between Mark Hannah, Brad Oxley and Louis Kossuth. Unfortunately, Kossuth broke on lap four and pulled out of the race.

At the halfway point, Finch decided he had enough and he began to inch away from Venegas. Then, the attrition rate of the three riders battling for third reached 100%, as Kossith's GM gave up the ghost; Oxley fell trying to avoid a parked Hannah; and Hannah's Weslake gave up.

While everyone was having trouble, Finch was running letter-perfect, and he took his first-ever victory as a pro at Costa Mesa. Venegas placed second with Archie Perez third.

Results

SCRATCH: 1. Mike Faria (Wes); 2. Lance King (GM); 3. Brad Oxley (Wes); 4. Alan Christian (Wes).
HDCP: 1. Jessee Finch (Jaw); 2. Charlie Venegas (Wes); 3. Archie Perez (Wes); 4. Lance King (GM).
D-2: 1. Brian King (Jaw); 2. Tony Gomez (Jaw); 3. Randy Skinner (Jaw); 4. Mike Buff (Jaw).
D-3: 1. Lee Edwards (Wes); 2. Mike Boyle (Jaw); 3. Bobby Campbell (Wes); 4. Ben Mears (Jaw).
SDCAR: 1. Randy McIntyre/Brett Fox (Kaw); 2. Dean Steele/Dwayne King (Kaw); 3. Ken Ohrt/Doug Whitson (H-D); 4. Steve Stanton/Tom Tufts (Kaw).

Montero blasts to West Florida Motocross win

By Diane Silcox

MILTON, FL, AUG. 18
It was a glorious night for Honda-mounted Chad Montero, who took home $1000 after dominating the Pro Supercross race held at West Florida Motocross Park.

As the gate went down for the main event Scott Duke took the holeshot followed by Keith English. Earl May moved from sixth to third as Montero ran fourth. As the race progressed, English started to close on Duke. May and Montero battled for third.

English crashed giving May and Montero the chance to improve their positions as he dropped to fourth. May managed to put some space between himself and Montero, as Wright passed English over the short double to take over fourth.

Duke crashed turning the lead on to May with Montero second and Wright third. English moved up to fourth. Duke meanwhile, remounted in fifth place. At the halfway mark, May pulled clean from Montero giving each a little breathing room. By the eighth lap, Montero was back up with May, putting pressure on him for the lead as English closed in on Wright for third. Sam Redmond, running third on the ninth lap, let English pass in the dark bowl to move into third place. Redmond, however, soon crashed with Tim Stokes going over the berm to avoid him.

Ed Kiley got past Duke over the short double for fifth and moved in on Wright for fourth. May was trying to hold off Montero, made his move on the 10th lap, taking the lead over the double jump. The two leaders battled for the next four laps, but Montero was able to hold on to first. May settled for second with English third and Kiley fourth.

Results

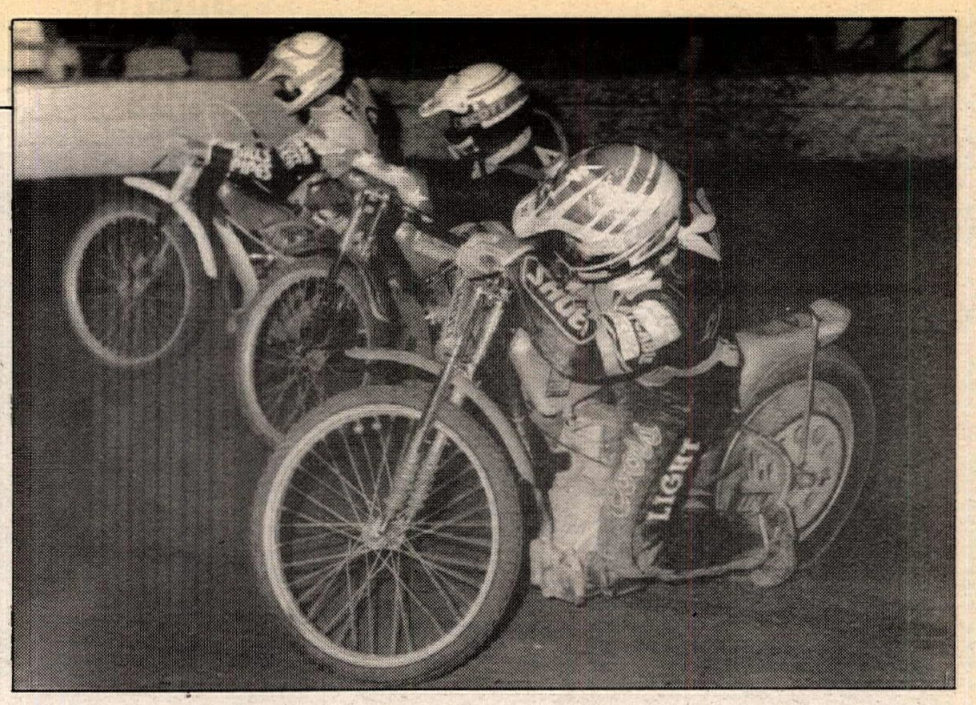
PRO: 1. Chad Montero (Hon); 2. Earl May (Yam); 3. Keith English (Kaw); 4. Ed Kiley (Hon); 5. Scott Duke (Hon).
NOV: 1. Keith Jones (Kaw); 2. Scott Skrove (Hon); 3. David Redmond (Hon); 4. Russell Shepherd (Hon); 5. Ray Mitchell (Hon).
AM: 1. Unknown; 2. Bret Beauchamp (Hon).

Ainsworth on the gas at Motorcycle Raceways Motocross

By Alan Williams

OKLAHOMA CITY, OK, AUG. 25
Ron Ainsworth was on the gas at Motorcycle Raceways as he captured the holeshot in both 125cc Intermediate motos and led the entire

Mitchell Jones (131) outrode Jason Morgart (93) and Jeff Mushala (4) at Devil's Ridge for the 250cc B class overall. Morgart was second ahead of Glenn Krofchick.



Scratch Main winner Steve Lucero goes inside Lance King and Handicap victor Mike Faria during Inland Motor Speedway action.

six laps of moto one. The only time he bobbled was on a jump, but Ainsworth pulled it out for a great save.

Moto two was a real battle between Ainsworth and Terry Osborn. Osborn tried a pass on a tabletop jump but Ainsworth just managed to keep his bike in the lead. On a back straight with three large jumps, the two riders were side by side on every jump. On the last lap, Osborn edged ahead to take the checkered flag first. The overall win belonged to Ainsworth with Osborn second, Chris Tucker third, and Jeff Reid fourth.

Track owner David Eubanks looked smooth and confident in the Over 25 class. In moto one he was in sixth place after the start and by the second lap he was in third place. Lap three saw him pass Greg Blade and Ray Jones, then he held the lead to take the win.

In the Dash For Cash, Chris Smith captured the holeshot and dominated the three-lap race. Clint Jones finished second.

Smith also rode well in the Expert class and easily won moto one. He was leading the second moto until he had a head-on collision with a bridge. Luckily Smith wasn't hurt and he finished the race, but Jones, who finished second in moto one, took the win.

Results

P/W STK: 1. Jeremy Thomas (Yam); 2. Ryan Early (Yam); 3. David Gillenbeck (Yam); 4. Jimmy Thomas (Yam); 5. James Ellis (Yam).
P/W MOD: 1. Ryan Early (Yam); 2. James Ellis (Yam); 3. Damon Wether (Itj).
60: 1. Chris McCorkle (Kaw); 2. Chris Drummond (Kaw); 3. Heath Frazier (Kaw); 4. Ryan Early (Kaw); 5. Tyler Farrar (Kaw).
80 JR: 1. Rich Peterson (Kaw); 2. Shawn Creger (Kaw).
80 BEG: 1. Dennis Owens (Kaw); 2B.J. Swift (Suz); 3. Troy Schluing (Kaw); 4. Waylon Litchfield (Hon); 5. Rick Peterson, Jr. (Kaw).
80 SR: 1. Jeremy Gray (Suz); 2. Daniel Orr (Hon); 3. Andy Wood (Kaw).
80 OPEN: 1. Jeremy Gray (Suz); 2. Dennis Owens (Kaw); 3. Brian McKinney (Suz); 4. Andy Wood (Kaw).
125 BEG: 1. Scott Deubler (Kaw); 2. Jerry Melton (Hon); 3. Dustin Rollins (Hon); 4. Mike Kuha (Kaw); 5. Darian Khosravi (Hon).
125 NOV: 1. Eric Rodgers (Suz); 2. John Wolf (Suz); 3. James McDonald (Hon); 4. Miek White (Kaw); 5. Chris Taylor (Suz).
125 INT: 1. Ron Ainsworth (Hon); 2. Terry Osborn (Suz); 3. Chris Tucker (Kaw); 4. Jeff Reid (Suz); 5. Monte Frank (Suz).
250 BEG: 1. Sean Kremer (Kaw); 2. Mark Cochell (Suz): 3. Wes Creech (Hon); 4. Duane Hill (Hon); 5. David Allen (KTM).
250 NOV: 1. Brad Smith (Kaw); 2. Greg Blade (Suz); 3. Dean Doty (Suz); 4. Shawn Austin (Hon); 5. Jeff Longhofer (Hon).
250 INT:1 . Wyatt Hill (Yam); 2. Cappy Palmer (Suz); 3. Mark Russell (Hon).
OVER 25: 1. Greg Blade (Suz); 2. Ray Jones (Hon); 3. Jim Anderson (Hon); 4. Wayne Daves (Yam); 5. Mike Humphries (Hon).
OVER 35: 1. Jim Thomas (Yam); 2. Mr. Redwine (Hon); 3. Larry Snop (Hon); 4. Mr. Collet (Hon); 5. Randy Hemphill (Hon).
OUTLAW: 1. Terry Osborn (Suz); 2. Jeff Reid (Suz); 3. Cappy Palmer (Suz); 4. James McDonald (Hon); 5. Jason Owens (Hon).

Stanley aces Castle Rock TT

By Derryl Anderson

CASTLE ROCK, WA, AUG. 18

Ron Yamamoto got the scratch and rode flawlessly lap after lap in the Junior/Expert main until with one lap to go Dan Stanley found an opening and shot by Yamamoto to win at the Castle Rock TT.

Charlie Brown led most of the first Junior/Expert heat race until Yamamoto passed him with two laps to go. It was Yamamoto, Stanley, Brown, Del Schnitzer and Jeff Hiatt, finishing in that order.

Heat two saw Don Wilson go wire-to-wire ahead of Jeff Annen, Jeff McDaniel, Kirk Strong, Steve Liberty and Robert Frohs.

In the main event, Yamamoto came out strong ahead of Wilson, Strong, Stanley, Schnitzer and the others, but Stanley wasted little time in mounting a charge that found him in second after a lap and a half. On lap five, Annen lost it in turn two and Wilson clipped him. Red flags flew, stopping the race and a single file restart was lined up. Yamamoto continued to ride smoothly, but with a lap to go Stanley created an opening coming out of turn four and went on to the win. Twenty yards behind the lead duo was Schnitzer, who had put a beautiful move on Strong to take third.

Results

50 B: 1. Jacob Currey (Yam); 2. Anthony Kautz (Yam); 3. Doug Peterson (Yam).
50 A: 1. Scooter Vernon (Itj); 2. Kati Ash (Itj); 3. Justin Ruth (Yam); 4. Dale Ainslie (Yam).
50 MOD: 1. Jim Ragsdale (Yam); 2. Dale Ainslie (Yam); 3. Jacob Currey (Yam); 4. Nick Colton (Yam).
60: 1. Christian Vernon (Yam); 2. Josh Currey (Hon); 3. Josh Paulus (Hon); 4. Jim Ragsdale (Kaw).
80: 1. Jason Nelson (Hon); 2. Christian Vernon (Hon); 3. Jason Burchett (Kaw); 4. Josh Currey (Hon); 5. Todd Holloway (Hon).
125: 1. Ryan Anderson (Hon); 2. Noah Kirkland (Kaw); 3. Jason Nelson (Hon).
250 C: 1. Mike Sailors (Hon).
250 B: 1. Garry Roller (Kaw); 2. Tommy Duncan (Hon).
250 A: 1. Dean Autrey (Hon); 2. Dan Kirk (Hon); 3. Noah Kirkland (Kaw).
+30 250: 1. Kevin Wakefield (Hon).
+30 OPEN: 1. Matt Holm (BSA); 2. Steve McCauley (Rtx).
+40: 1. Sonny Burres (Tri); 2. Dan Kirk (Hon); 3. Allan Morinville (Hon); 4. Bill Fogg (Hon).
OPEN C: 1. Mike Annen (Yam).
OPEN B: 1. Rick Burchett (Hon); 2. Tommy Duncan (Hon); 3. Darren Anderson (Yam).
OPEN A: 1. Ryan Anderson (Hon); 2. Steve McCauley (Rtx); 3. Aaron Waggoner (Yam).
VINT TW: 1. Sonny Burres (Tri); 2. Matt Holm (BSA).
PRO-AM: 1. J.P. Simonsen (Hon); 2. Matt Holden (Hon); 3. Pat Munyon (Hon); 4. David Anderson (Yam); 5. Dave Bachmeier (H-D).
JR/EX: 1. Dan Stanley (H-D); 2. Ron Yamamoto (Hon); 3. Del Schnitzer (Rtx); 4. Kirk Strong (Rtx); 5. Don Wilson (Rtx).

Ibison hot at Devil's Ridge MX

By Hurley & Dot Short

SANFORD, NC, AUG. 26

Richard Ibison took back-to-back moto wins in the 125cc C class at Devil's Ridge.

In the first moto, Chris Knight took the holeshot followed by Ibison, Wayne Eller and David Broadhurst. Ibison shot out to take a lengthy lead and leave the rest of the field to race for position. Knight and Broadhurst remained in contention for second and third as Derrald Banz made his way to fifth. Broadhurst won the war for second, but it was Ibison who crossed the finish line first.

At the start of the second moto, it was Ibison, leading Banz, Broadhurst and Eller. Ibison extended his lead over the field as he did in the first moto as William Long moved up to fourth. At the finish it was Ibison, with no contest, followed by Broadhurst, Eller and Knight.

The 125cc A riders gave the crowd a thrill in the first moto with Kevin Walker on his Yamaha taking the holeshot. Todd Bennick, John Winslow and Jim Neese chased to Walker, but Walker stretched out his lead with the close race developing among Bennick, Winslow, Neese and Hank Moree. Winslow tried to make a move on Bennick as Neese moved up to second, dropping Bennick back to third. Winslow took over third and dropped Bennick back to fourth. Slate, in the meantime, passed Bennick for fourth place. On the white flag lap, it was Walker, Winslow, Neese, Bennick and Slate, and they finished in that order.

In the second moto, it was Walker, Neese, Winslow and Bennick off the line first. While Nese was putting pressure on Walker, Moree made it around Craig Barbour to move into sixth place. Winslow remained in third as Bennick and Slate battled it out for fourth and fifth positions. Moree moved up to join the race with Bennick and Slate. Winslow made a move to take second, but had to back off. Winslow tried again, and this time he managed to take over second place. While all this racing was going on, Walker began to extend his lead, with Bennick and Slate continuing to battle it out for fourth and fifth. Walker cruised to his second win, taking the overall victory for the day.

As the 250cc C class came off the line, it was Chuck Parrish, Billy Taylor, Ricky Franklin and Kenny Mills who led the way in the first moto. Taylor quickly took first as Mike Trexler moved up to fourth. Taylor took the checkered flag first followed by Parrish, Trexler and Franklin.

In the second moto, Trexler grabbed the holeshot as Chuck Parrish, Taylor and Terrell moved in close behind him. Parrish tried to make a move on Trexler on the first lap, but had to drop back. Taylor tried for the lead and made it. Taylor began to extend his lead with Trexler and Parrish his closest contenders. It was Taylor, Trexler, and Parrish at the finish line.

Results

Jarad Kellis (Kaw); 2. Chris Flowe (Kaw); 3. Eric Flowe (Kaw); 4. Jonathan Nirschl (Kaw).
JR MINI: 1. David Price (Hon); 2. Caven Woodruff (Kaw); 3. Jacob Drombrosky (Suz0; 4. Phett Wilson (Kaw); 5. Ryan Schafer (Kaw).
SR MINI: 1. Billy Charles (Kaw); 2. Chad Newton (Suz); 3. Gage Fortson (Suz); 4. Kelly Kellis (Suz).
SCHBY: 1. Richard Ibison (Yam); 2. Daniel Rich (Hon); 3. Billy Charles Jr. (Kaw); 4. Jeffrey Donaldson (KX); 5. Caven Woodruff (Yam).
125 A: 1. Kevin Walker (Yam); 2. John Winslow (Hon); 3. Jim Neese (Kaw); 4. Todd Bennick (Kaw); 5. Patrick Slate (Yam).
125 B: 1. Jacob Cave (Hon); 2. Jason Baldwin (Yam); 3. Glenn Krofchick (Suz); 4. Craig Johnson (Yam); 5. Daniel Rich (Hon).
125 C: 1. Richard Ibison (Yam); 2. David Broadhurst (Hon); 3. Wayne Eller (Hon); 4. Chris Knight (Hon); 5. William Long (Hon).
250 A: 1. Jim Neese (Kaw); 2. Kevin Walker (Yam); 3. John Winslow (Hon); 4. Patrick Slate (Yam); 5. Kirk Johnson (Yam).
250 B: 1. Mitchell Jones (Hon); 2. Jason Morgart (Hon); 3. Glenn Krofchick (Suz); 4. Jeff Mushala (Yam); 5. Bengie Rutledge (Suz).
250 C: 1. Billy Taylor (Kaw); 2. Mike Trexler; 3. Chuck Parrish (Hus); 4. Tim Terrell (Hon); 5. Denis Hilton (Suz).
OPEN AM: 1. Steve Starnes (Kaw); 2. Steve Jarjabka (Hon); 3. Rick Catuccio (Kaw); 4. Tim Julian (Kaw); 5. Scott Turlington (Hon).
+25: 1. Ricky Franklin (Hon); 2. David Eller (Hon); 3. Keith Cornwell (Kaw).
+30: 1. Steve Starnes (Kaw); 2. Roger Rivenback (Yam); 3. Steve Jarjabka (Hon); 4. Donny Graham; 5. Stuart English (Suz).

Gregory doubles at Cambridge ST

By Hy Syde

CAMBRIDGE, MN, AUG. 25

Norb Gregroy topped both the 250cc and Open classes at Cambridge Speedway.

Wet conditions greeted racers after heavy rains in the morning, but the crew worked hard and the Dirt Track Riders Association's fourth Saturday night short track got going about 7:00 p.m.

Heat race action in the MX class was intense with bar-banging throughout the field. The main was just as exciting, with the checkered flag going to Superior Kawasaki/Suzuki's Jeff Berg. A wild battle for second was waged between Dorn Peterson and Jerry Linvahl. Linvahl prevailed for second, but by the time he got free of Peterson, Berg was long gone for the win.

The combined 250cc Amateur/Senior class heat was dominated by Norb Gregory. The feature saw "Stormin' Norb" take the win with brother Tim Gregory in second and Buzz Arndt third.

The Open Amateur class was another Gregory brothers show, Matt Norb and Tim taking first and second in the heat with Jeff Berg third, all three Honda-mounted. The main saw Norb Gregory ride a high line to the win. Jeff Berg got a better drive off turn four and beat Tim Gregory to the flag by a bike length for second place. His second win of the evening garnered Norb Gregory an invitation into the Open Pro main.

The Pros took to the track next and Faribault H-D's Billy Hofmeister dominated the heat race. The feature saw Kurt Boehlke, sponsored by Larson's Cycle, jump into the lead, never to be headed. Norb Gregory held second early before succumbing to crafty pro Hofmeister, and then low-sideing while holding off Marty Krenz.

Results

OPEN PRO: 1. Kurt Boehlke (Rtx); 2. Bill Hofmeister (H-D); 3. Marty Krentz (W-R).
OPEN AM: 1. Norb Gregory (Hon); 2. Jeff Berg (Hon); 3. Tim Gregory (Hon).
250 AM: 1. Norb Gregory (Hon); 2. Tim Gregory (Hon).
MX/KNOBBY: 1. Jeff Berg (Kaw); 2. Jerry Linvahl (Suz); 3. Dorn Peterson (Yam).
SR: 1. Buzz Arndt (Yam); 2. Dan Taylor (Kaw).

Lucero lands Inland Motor Spdwy

By Scott Daloisio

SAN BERNARDINO, CA, AUG. 15

Defending California State Speedway Champion Steve Lucero turned in a masterful performance to win the Miller Genuine Draft Scratch main event at San Bernardino's Inland Motor Speedway.

Before the main started, Lucero referred to the Godden he was riding as the "John Deere." Referee Jim Fishback noticed Lucero was down on power on the night. He suggested that Lucero "tie a rope to Schwartz and be happy to finish second." The veteran rider did not need the help.

Coming from gate four, Lucero lengthened the front straight into the first turn. Staying wide gave him more speed into the bend and he shocked everyone by blowing past Schwartz in turn two.

On the second lap, with Lucero holding a slim lead, Schwartz faced an onslaught. Young Josh Larsen tried to jam his way inside Schwartz in turn one, but Schwartz held him at bay. Coming off turn two, Mike Faria drove into second, but Schwartz clung to the pole and took the spot back in turn three.

Schwartz continually pulled up to Lucero in the turns. He seemed ready to take the lead, but every time Lucero would hook up beautifully off the corner and hold him back.

Coming off turn two on the third circuit, Faria again went by Schwartz. Once again, Schwartz dove hard on the inside to beat Faria into turn three. This time he went in too hard and skated straight across the groove. That left the inside open and Faria tried to pounce on the opportunity. He stayed side-by-side with Schwartz until turn one on the last revolution, where he parked and Schwartz motored away.

In the final bend, Lucero came off the cushion and rode the pole to protect his lead. A couple of seconds later he pushed his Coors Light/Shoei/Off Shore/Southland Tile/RaceCrafters Godden to his first Scratch main win at the track since 1988. Schwartz finished a close second with Faria and Larsen rounding out the field.

Faria went one step higher in the eight-lap Handicap main. After starting on the 50 yard-line, he rode around Mark Hannah and Charlie Venegas on lap two to take second. One circuit later, he rode the Russell Racing/Off Shore/Shoei/Team Scopelitte/Oilzall GM around Jon Boyer for first to take the checkered with a half-straight advantage. Josh Larsen took second in a photo finish over Alan "Crazy" Christian.

Results

SCRATCH: 1. Steve Lucero (Gdn); 2. Bobby Schwartz (GM); 3. Mike Faria (GM); 4. Josh Larsen (Gdn).
HDCP: 1. Mike Faria (GM); 2. Josh Larsen (Gdn); 3. Alan Christian (Wes); 4. Charlie Venegas (Wes).
D-2: 1. Harley Hall (Wes); 2. Jeff Castin (Wes); 3. Lee Edwards (Wes); 4. Robert Salsbury (Wes).
JR: 1. Chris Werner; 2. Heth Hammonds; 3. Pete Peralta.
SDCAR: 1. Randy McIntyre/Brett Fox (Kaw); 2. Steve Stanton/Tom Tufts (Kaw); 3. Craig Dempster/Peter Lewis (Kaw); 4. Jozef Petrglovic/Ernst Kueng (Kaw).

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series
9/16 Phillip Island, Australia

World C'ship Superbike Road Race Series
10/7 Monza, Italy
11/4 Shah Alam, Malaysia
11/11 Phillip Island, Australia
11/18 Manfeild, New Zealand

World C'ship Endurance Road Race Series
9/23 Le Castellet, France

Motocross des Nations
9/16 Vimmerby, Sweden

AMA Grand Nat'l C'ship Camel Pro Series
9/16 San Jose, CA M
*9/29 Gardena, CA HM
*10/6 Sacramento, CA M
* Camel Challenge
Info 614/891-2425

AMA Nat'l C'ship Road Race Series
9/15-16 Rosamond, CA
Info 614/891-2425

AMA Regional C'ship Dirt Track Series
9/15 Fremont, OH ST
9/21 Castle Rock, WA
Info 614/891-2425

AMA 600 Nat'l C'ship Dirt Track Series
9/22 Castle Rock, WA TT
Info 614/891-2425

CMA Canadian Supercross Series
9/22 Montreal, Quebec, CAN
Info 416/363-9035

AMA 125/500cc Nat'l C'ship MX Series
9/30 Delmont, PA
10/7 Budds Creek, MD
10/14 New Berlin, NY
Info 614/891-2425

AMA Nat'l C'ship Reliability Enduro Series
10/27 Minden, NV
Info 614/891-2425

AMA Nat'l C'ship Enduro Series
9/30 W. Greenwich, RI
10/7 Forest Hill, LA
10/21 Redding, CA
Tentative
Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series
9/23 Lynnville, IN
Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series
9/16 Craig, CO
9/30 Wendover, UT
10/14 Wells to Wendover, UT
Info 614/891-2425

AMA Nat'l C'ship Hillclimb Series
9/15 Freemansburg, PA
9/30 Jefferson, PA
10/14 Oregonia, OH
Info 614/891-2425

AMA/NATC Nat'l C'ship Observed Trials Series
9/22-23 White City, IL
Info 614/891-2425

AMA/Wiseco/Yamaha/Yokohama Grand Nat'l Cross Country Series
9/16 Waterford, OH
10/7 Elkins, WV
10/28 Bunner Ridge, WV
11/11 Millfield, OH
Info 304/594-1157

AMA/CCS Regional C'ship Road Race Series
Great Lakes Region
9/15-16 Grattan , MI
10/6-7 Grattan, MI

Mid Atlantic Region
9/15-16 Summit Point, WV

Mid West Region
9/15-16 Grattan, MI

Mountain Region
9/15-16 Steamboat Springs, CO
9/22-23 Denver, CO

South Florida Region
9/22-23 W. Palm Beach, FL
10/13-14 Talladega, AL
10/20-21 W. Palm Beach, FL

South Central Region
9/22-23 Hallett, OK
10/13-14 Hallett, OK

Southwest Region
9/22-23 Chandler, AZ
10/13-14 Las Vegas, NV

Northeast Region
10/6-7 Loudon, NH

Salt Lake Region
10/7 Bonneville, UT

Southeast Region
9/22-23 Braselton, GA
9/29-30 Savannah, GA
10/13-14 Talladega, AL

AMA/CCS Yokohama Nat'l C'ship Supersport Road Race Series
9/14-16 Rosamond, CA
Info 704/684-4297

AMA/CCS EBC Brakes Endurance Challenge Road Race Series
9/14-16 Rosamond, CA
10/25-28 Daytona Beach, FL
Info 704/684-4297

Castrol Eastern Canada Challenge
9/29-30 Shannonville, Ont., CAN
Info 613/966-4882

Westwood Road Race Series
9/15-16 Westwood, B.C., CAN
Info 604/291-0225

Kerker/SBS WERA Nat'l Endurance Road Race Series
9/15 S. Beloit, IL
9/22-23 Rosamond, CA
10/6 Clermont, IN
11/2 Braselton, GA
Tentative
Info 803/681-9372

WERA Pro Series
10/6-7 Clermont, IN
10/31-11/4 Braselton, GA
Info 803/681-WERA

WERA Regional C'ship Series
Northeast/Mid-Atlantic Region
9/29-30 Garrettsville, OH
10/13-14 Summit Point, WV

Southeast Region
9/15-16 Faulkville, GA
9/29-30 Talladega, AL

North Central Region
9/22-23 Grattan, MI

Mid-Central Region
9/23 E. St. Louis, IL

South Central Region
9/15-16 Shreveport, LA
10/20-21 Henderson, TX
Info 803/681-WERA

NETRA C'ship Enduro Series
9/23 Adams, MA
9/30 W. Greenwich, RI
10/14 New Boston, MA
10/28 Oxford, MA
11/4 Stafford, CT
11/18 Chester, CT

NETRA C'ship Hare Scrambles Series
9/16 N. Petersburg, NY
10/7 Fishouse, NY
10/21 Southcentral, MA
11/11 Wrentham, MA
Info 203/875-5757

NETRA Turkey Run Series
9/16 New Boston, MA
9/23 Allenstown, NH
10/7 N. Conway, NH
10/21 Wrentham, MA
11/25 Plympton, MA

ECEA C'ship Enduro Series
9/16 Shippensburg, PA
9/30 West Greenwich, RI
10/7 Greenbard, NJ
10/28 Bear, DE
11/11 Warren Grove, NJ
Info 609/893-7294

NESC C'ship Motocross Series
9/16 Middleboro, MA
9/23 Central Village, CT
9/30 Southwick, MA
10/7 Middleboro, MA
10/21 Southwick, MA
10/28 Middleboro, MA
11/4 Middlebobo, MA
11/11 Middleboro, MA
Info 413/772-0685

CRA Team Hare Scrambles Series
9/16 Salem, OH
9/23 Malvern, OH
10/14 Milport, OH
11/11 Amherst, OH
Info 216/538-2220

IDBA Nat'l C'ship Drag Race Series
9/14-16 Norwalk, OH
10/12-14 Commerce, GA
Info 205/849-7886

AMRA All Harley Drag Race Series
9/15-16 Kokomo, IN*
9/30 Cordova, IL
10/6-7 Clarksville, TN*
* Indicates National
Info 708/250-0838

Dragbike! USA Nat'l C'ship Drag Race Series
9/29-30 Houston, TX
10/6-7 Bradenton, FL
10/20-21 Los Angeles, CA
11/3-4 Phoenix, AZ
11/16-18 Gainesville, FL
Info 315/735-1661

SETRA C'ship Enduro Series
9/23 Jemison, AL
10/14 Tallahassee, FL
11/4 Maplesville, AL
1/31/91 Charleston, SC
1/27 Sumter, SC
3/3 Pelion, SC
3/10 Deland, FL
3/17 Maxeys, GA
3/31 Brown Mt. Bch., NC
4/28 Olustee, FL
5/5 Clinton, SC
Info 912/882-6483

SETRA C'ship Hare Scrambles Series
9/16 Abbeville, SC
9/30 Bremen, GA
10/21 Brown Mt. Bch., NC
10/28 Dahlonega, GA
11/18 Montgomery, AL
12/9 Ft. Gaines, GA
2/17/91 Johnsonville, SC
2/24 Maxeys, GA
4/14 Sumter, SC
5/12 Jasper, AL
Info 912/882-6483

Virginia C'ship Hare Scrambles Series
9/16 Middlebrook, VA
9/30 Smith Mtn. Lake, VA
10/14 Newport News, VA
10/21 Fort Picket, VA
11/4 Martinsville, VA
Info 804/255-4620 or 851-0322

SERA Enduro Series
9/23 Jemison, AL
10/7 Forest Hill, LA
11/4 Maplesville, AL
Info 504/748-8693

SERA Hare Scrambles Series
9/16 TBA
10/21 Tupelo, MS
11/11 Birmingham, AL
Info 504/748-8693

AHRMA Nat'l C'ship Vintage MX Series
9/14 Steamboat Springs, CO
10/13 New Berlin, NY
Info 603/673-0993 (Eastern events)
213/490-0012 (Western Events)

AHRMA Regional Championship Vintage MX Series
9/30 Fernley, NV
10/21 Palmdale, CA
11/11 Tulare, CA
Info 603/673-0993 (Eastern events)
213/490-0012 (Western events)

AHRMA Nat'l C'ship Vintage Road Race Series
9/15 Steamboat Springs, CO
Info 304/291-2253

AHRMA Regional C'ship Vintage Road Race Series
11/1 Braselton, GA
Info 304/291-2253

AHRMA Nat'l C'ship Vintage Trials Series
9/13 Steamboat Springs, CO
Info 609/426-4387 (Eastern events)
805/831-5229 (Western events)

MRA Road Race Series
9/15-16 Steamboat Springs, CO
9/23 Second Creek, CO
Info 303/789-2429

OCCRA Cross Country Series
9/23 Lawton, OK
11/4 Lake Murray, OK
11/11 Tulsa, OK
11/18 Draper Lake, OK
Info 405/632-3370

RMEC Enduro Series
9/31 Cloudcroft, NM
Info 307/742-4136

Black Jack Enduro Circuit
9/16 Little Rock, AR
9/30 Stillwater, OK
10/14 Tulsa, OK
10/28 Oklahoma City, OK
Info 405/340-7478.

Missouri Hare Scrambles C'ship Series
9/30 Flat River, MO
10/21 Potosi, MO
10/28 Belleville, IL
Info 314/291-7091

N. Indiana Hare Scrambles Series
10/28 Plymouth, IN
12/2 Plymouth, IN
Info 219/831-2345

CRA Road Race Series
9/15-16 Brainerd, MN
9/29-30 Brainerd, MN
Info 612/331-6810

ATA Observed Trials C'ship Series
9/16 Cactus Flats, CA
10/7 Corral Canyon, CA
10/28 Stoddard Valley, CA
11/11 Little Rock Canyon, CA
12/30-31 UCAN Classic Oatman, AZ
Info 213/259-6631

USBA Road Race Series
10/6-7 Salt Lake City, UT
Info 801/973-9091

ARRA Road Race Series
9/15-16 Willow Springs, CA
9/22-23 Wllow Springs, CA
10/20-21 Willow Springs, CA
11/17-18 Willow Springs, CA
12/15-16 Willow Springs, CA
Info 805/966-5700

OMRRA Road Race Series
9/23 Portland, OR
10/7 Portland, OR
Info 503/221-1487

SCORE Int'l Off-Road Series
11/8-11 Baja 1000 Ensenada, BC, MEX
Info 818/889-9216.

NMA Enduro Series
9/23 Mt. Vernon, WA
10/28 Bellingham, WA
Info 206/943-1559

NMA Off-Road Series
9/30 Shelton, WA
11/11 Shelton, WA
11/18 Bellingham, WA
Info 206/943-1559

WMRRA Road Race Series
10/7 Kent, WA
Info 206/363-3597

Golden Crown of Baja Off-Road Desert Series
9/21-23 Gran Carrera de Campeones San Felipe, MEX
Info 818/340-5750

Grans Prix de Baja Series
10/6 Ensenada GP Ensenada, MEX
11/17 San Felipe GP San Felipe, MEX
Info 818/340-5750

MTEG Off-Road Gran Prix Series
9/15 Las Vegas, NV
9/29 Denver, CO
10/TBA San Francisco, CA

CMC Trans-Cal MX Nationals
Trans-Cal Showdown
9/15-16 Marysville, CA
Info 714/261-6116

GFI Fall Series
South Series
9/16 Perris, CA
9/23 San Bernardino, CA
9/30 Perris, CA

North Series
9/15 Huron, CA
9/23 Fernley, NV
9/29 Chowchilla, CA
10/7 Marysville, CA
Info 714/788-5853

Sabine Enduro Circuit
9/23 New Waverly, TX
10/21 Forest Hill, LA
11/3-4 Muenster, TX
3/10/91 String Prairie, TX
3/TBA Leesville, LA
4/7 Nacogdoches, TX
Info 409/722-7926

High Plains Enduro Circuit
9/30 Cloudcroft, NM
10/7 Memphis, TX
10/14 Post, TX
11/18 Spur, TX
12/1-2 Lubbock, TX
12/16 Turkey, TX
2/10/91 Carlsbad, NM
2/24 Odessa, TX
3/24 San Angelo, TX
4/14 Post, TX
Info 806/795-1218

South Texas Hare Scramble Series
9/30 DBSA Sabinal, TX
10/21 TRH Bastrop, TX
11/11 AMSA String Prairie, TX
11/18 TRH Trinity, TX
12/2 DBSA Hidden Valley, TX
12/16 TRH Lake Houston, TX
1/13/91 TRH Cleveland, TX
1/27 AMSA Sm. hville, TX
2/10 DBSA Zars Ranch, TX
2/24 AMSA Rockne, TX
3/10 DBSA New Berlin, TX
Info AMSA-512/892-5026, DBSA-512/438-7594, TRH-713/351-7339

SEPTEMBER						
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OCTOBER						
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• Denotes Pro Payback

September 12
CALIFORNIA SPEEDWAY
• AMA. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.

September 13
OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

September 14
CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA STADIUM MX
• CMC. MotoBowl, Sacramento Raceway, Sacramento. Info 916/363-2653 or 363-2645.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA STADIUM MX
Cycleland Speedway, Chico. Info 916/342-0063.
DELAWARE SHORT TRACK/SUPERCROSS
• Seaford Speedway, Seaford. Info 302/629-6535 or 335-4386.
NORTH CAROLINA MOTOCROSS
• AMA. Wilkes County MX Park, Lenoir. Info 704/758-4342.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TEXAS MOTOCROSS
• Mosier Valley MX park, Euless. Info 817/540-0815.

September 14-16
OHIO DRAGS
• IDBA Nat'l C'ship Series. Fall Nat'ls. Norwalk Raceway Park, Norwalk. Info 205/849-7886.

September 15
ALABAMA MOTOCROSS
• Warrior MX, Warrior. Info 205/841-7224 or 669-4572.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
ARIZONA MOTOCROSS
• CMC. Yuma Raceway, Yuma. Info 602/726-1446.
CALIFORNIA SAND DRAGS
• USA Sand Drags. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Mid-State Fairgrounds, Paso Robles. Info 408/449-7367.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SUPERCROSS
• AMA/D-36/ARA/CA State SX C'ship Series. Altamont Racing Assn., Tracy. Info 415/447-4610.
CALIFORNIA SHORT TRACK
Dirt Sports Promotions. Carlsbad Raceway, Carlsbad. Info 619/489-5823.
CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
• GFI North Fall Series. Huron Cycle Park, Huron. Info 209/673-8080.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/SAND DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA SUPERCROSS
• Southern Supercross, Tunnel Hill. Info 404/397-2937.
GEORGIA SUPERCROSS
• Riverside Supercross, Calhoun. Info 404/928-3053 or 629-4450.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630 or 994-9494.
INDIANA MOTOCROSS
Warrick Co. MX & Cycle Works, Boonville. Info 812/897-3800.
INDIANA MOTOCROSS
D-12 & 15/Read's Unlimited, Inc. Trojan Speedway, N. Webster. Info 219/594-2974 or 594-2649.
MEXICO GRAND PRIX
Baja Promotions. Gran Prix de Baja Series. Ensenada. Info 818/340-5750.
MINNESOTA SHORT TRACK
DTRA Series. Isanti County Fairgrounds, Cambridge. Info 612/560-

0062 or 571-9965.
NEW YORK SHORT TRACK
AMA/VDTRA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/729-5395.
NORTH CAROLINA MOTOCROSS
Silver Creek MX, Morganton. Info 704/584-2808.
OHIO MOTOCROSS
CRA. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OHIO SPEEDWAY
Bear Creek Speedway, south of Canton. Info 216/837-5694.
OHIO SHORT TRACK/TT
● All Pro Night. Deerfield Speedway, Deerfield. Info 216/584-8668.
OHIO SHORT TRACK
AMA/D-11. Grand Lake MC, Mendon. Info 419/795-4941.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/670-3451.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
I-40 MX Race Park, Lenoir City. Info 615/573-5425.
TEXAS SHORT TRACK/TT
● Mike Kidd's Boyd Raceway, Boyd. Info 817/433-5587.

September 15-16

CALIFORNIA MOTOCROSS
● Trans'Cal Finale. Marysville MX, Marysville. Info 714/261-6116.
CALIFORNIA ROAD RACE
ARRA C'ship Series. Willow Springs Int'l Raceway, Willow Springs. Info 805/966-5700.
COLORADO ROAD RACE
MRA. Steamboat Springs. Info 303/789-2429.
COLORADO DESERT RACE
USRA Series. Little Snake. Info 801/561-8849 or 756-9723.
ILLINOIS TRIALS
AMA/D-17. Throttle Nutts MC 2-Day Observed Trials. Sheffield. Info 815/434-6143.
INDIANA DRAGS
● AMRA All Harley Drag Race Series. Indiana ABATE All Harley Nat'l. Bunker Hill Dragstrip, Kokomo. Info 219/272-5555.
INDIANA DUAL SPORT
AMA/Stoney Lonesome MC. 2nd Annual Buffalo 500 Dual Sport Ride. Brown County. Info 812/339-0199 or 317/842-4927.
INDIANA HILLCLIMB
AMA/Hoosier Hillclimbers. Metamora. Info 317/882-1691.
MICHIGN HALF MILE/
TT SCRAMBLES
AMA. State C'ships. I-96 Speedway, Lake Odessa. Info 616/642-6500.
MICHIGAN MOTOCROSS
MRA. Baja Acres,Millington. Info 517/871-3356.
OKLAHOMA YSR50 RACE
Moto Liberty. YSR50 Gold Cup Series. McArthur Park, Oklahoma City. Info 214/242-6440.
WEST VIRGINIA ROAD RACE
AMA. Summit Point Raceway, Summit Point. Info 304/725-8444.

September 16

ARIZONA MOTOCROSS
Kingman Off Road Competition Club. KORCC Motorsport Park, Kingman. Info 602/757-2480.
ARKANSAS ENDURO
Black-Jack Enduro Circuit. Little Rock. Info 405/340-7478.
CALIFORNIA MILE
● AMA/Camel Pro Nat'l Dirt Track Series. Santa Clara Fairgrounds, San Jose. Info 408/438-3210.
CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Moreno Valley. Info 714/242-5840.
CALIFORNIA MOTOCROSS
● CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA ENDURO
D-37/United Enduro Assn. Lucerne. Info 213/633-3369.
CALIFORNIA MOTOCROSS
SRA. Carlsbad Raceway, Carlsbad. Info 714/957-2985.
CALIFORNIA TRIALS
ATA Series, #7. Plonkers Trials Club, Cactus Flats, Big Bear City. Info 213/259-6631.
CALIFORNIA MOTOCROSS
● GFI South Fall Series. Perris Raceway, Perris. Info 714/788-5853.
COLORADO HARE & HOUND
AMA Nat'l C'ship H & H Series/ USRA/Buzzards MC. Little Snake MC, Sand Wash Basin, Craig. Info 303/824-2106.
COLORADO MOTOCROSS
● Sports Riders Assn. of CO. Pueblo Motorsports, Pueblo. Info 303/988-7722.
DELAWARE MOTOCROSS
● AMA/First State Racing. DE State Fairgrounds, Harrington. Info 302/697-3222.
IDAHO MOTOCROSS
Idaho Centennial Race Series. Fossil Bowl, Clarkia. Info 208/245-3608.
IDAHO SHORT TRACK
AMA. Triber's Stateline Speedway, Stateline. Info 509/226-0656 or 927-1163.
INDIANA MOTOCROSS
Haspin Acres, Laurel. Info 513/772-2803 or 661-8954.
KANSAS HARE SCRAMBLES
KORR C'ship Series. Rose Hill. Info 316/945-8221.
KENTUCKY MOTOCROSS
Rough Country MX, Henderson. Info 502/521-7884 or 812/897-3800.
KENTUCKY MOTOCROSS
Pendleton Co. MC Rec. Park, Gardnersville. Info 606/472-3442.
KENTUCKY MOTOCROSS
US 60 Raceway MX, Hardinsburg. Info 502/935-7674 or 2257-2430.
MASSACHUSETTS TURKEY RUN
NETRA C'ship Series. Jeff's Turkey Run, New Boston. Info 203/875-5757.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.
MICHIGAN TRIALS
AMA. Mid Michigan Trials Club Observed Trials. Info 616/793-7634.
MINNESOTA MOTOCROSS
● AMA/D-23. Midway Rec. Park, Kellogg. Info 507/534-2841.
NEBRASKA MOTOCROSS
● Cornhusker MX Circuit. Orleans. Info 308/652-2797.
NEW YORK HARE SCRAMBLES
NETRA C'ship Series. Skiparee HS. N. Petersburg. Info 203/875-5757.
NEW YORK SPEEDWAY
Champion Speedway, Owego. Info 607/723-2387.
NEW YORK MOTOCROSS
WNYSC Series. Hunt Moto Park, Hunt. Info 716/476-2697.
NEW YORK SHORT TRACK
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/729-5395.
NEW YORK HARE SCRAMBLES
NY State HS Series. Ithaca Dirt Riders, Speedsville. Info 607/657-8183.
NEW YORK MOTOCROSS
D-3. Royal Mountain Ski Area, Caroga Lake. Info 518/835-6445.
NORTH CAROLNA MOTOCROSS
AMA/D-29/Carolina Fall Series. Devil's Ridge MX, Sanford. Info 919/776-2412.
NORTH CAROLINA MOTOCROSS
Brasstown Fever MX, Brasstown. Info 704/837-8916.
OHIO MOTOCROSS
CRA. Moto Sport Trail, Milport. Info 216/823-9069.
OHIO HARE SCRAMBLE
CRA. Team HS. Western Reserve MC, Salem. Info 216/337-8077.
OHIO CROSS COUNTRY
AMA/Wiseco/Yamaha/Yokohama GNCC Series. Buckeye GNCC. Waterford. Info 304/594-1157 or 614/989-5519.
OKLAHOMA MOTOCROSS
● Interstate MX Park, Oklahoma City. Info 405/732-2667 or 737-0752.
PENNSYLVANIA ENDURO
ECEA C'ship Series. Michaux Enduro. South Penn Enduro Riders. Shippensburg. Info 717/245-0353.
PENNSYLVANIA MOTOCROSS
AMA/D-5/State C'ship. Steel City Raceway, Delmont. Info 304/594-1157.
PENNSYLVANIA HILLCLIMB
AMA Nat'l C'ship Series. Bushkill Valley MC, Freemansburg. Info 614/891-2425.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Evansville Off Road Riders, Evansville. Info 717/759-2841.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Hideaway MX, Shippensburg. Info 717/423-6653.
PENNSYLVANIA SCRAMBLES
AMA/D-6. E. PA Piston-Poppers, Thorndale. Info 215/269-3661.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6. Back Mountain Enduro Riders, Dallas/Plymouth. Info 717/675-0371 or 675-1814.
PENNSYLVANIA POKER RUN
AMA/D-6. Springfield Indian of America, New Cumberland. Info 717/774-2549.
PENNSYLVANIA POKER RUN
AMA/D-6. Reading MC, Reading. Info 215/987-6422.
SOUTH CAROLINA HARE SCRAMBLES
SETRA C'ship Series. Calhoun River Riders, Abbeville. Info 803/459-5306.
SOUTH DAKOTA MOTOCROSS
Yankton Scramblers, Yankton. Info 605/665-9535.
TENNESSEE MOTOCROSS
● Fall Classic. Muddy Creek Raceway, Blountville. Info 615/323-5497.
TEXAS HARE SCRAMBLE
AMA/AMSA/South Texas HS Series. High Grove. Info 512/892-5026.
VIRGINIA HARE SCRAMBLES
VCHSS. Stoney Broke, Middlebrook/Waynesboro. Info 703/886-3717 or 943-1526.
WASHINGTON MOTOCROSS
MXNW Series. Washougal MX, Washougal. Info 503/673-1671.
WASHINGTON MOTOCROSS
NMA Gold Cup Nat'ls. Coeur d'Alene. Info 208/773-2956 or 667-8515.
WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids ORV, Richland. Info 509/887-3595.
WEST VIRGINIA MOTOCROSS
C & M Productions. Go-Mart Outlaw State C'ship Series. Birch River Raceway, Birch River. Info 304/872-2382 or 872-4242.

September 19

COLORADO HILLCLIMB
CMTRA. Colorado Springs. Info 719/630-1758.

September 20

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

September 21

CALIFORNIA SPEEDWAY
● Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA STADIUM MX
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA STADIUM MX
● CMC. MotoBowl, Sacramento Raceway Park, Sacramento. Info 916/363-2653 or 363-2645.
DELAWARE SHORT TRACK/
SUPERCROSS
● Seaford Speedway, Seaford. Info 302/629-6535 or 335-4386.
NORTH CAROLINA MOTOCROSS
● AMA. Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO MOTOCROSS
● AMA/D-11. Muskingum Valley MX Park, Zanesville. Info 614/452-7415 or 796-4745.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TEXAS MOTOCROSS
● Mosier Valley MX Park, Euless. Info 817/540-0815.

September 21-23

CALIFORNIA OFF ROAD
CORVA Southern Jamboree. Hungrey Valley SVRA, Quail Canyon area. Info 1-800-237-5436.
CANADA TOUR
AMA/CMA/Tank Bag Atlas. Lake Superior Iron Butt. Wawa, Ontario. Info 705/856-1080.

September 22

ALABAMA MOTOCROSS
● Warrior MX, Warrior. Info 205/841-7224 or 669-4572.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/447-5389 or 447-6848.
CALIFORNIA SPEEDWAY
● AMA Speedway C'ship. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA MOTOCROSS
● GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
● Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SHORT TRACK
● R & D Enterprises. Mid State Fairgrounds, Paso Robles. 408/449-7367.
CANADA SUPERCROSS
● CMA. Canadian SX Series. Olympic Stadium, Montreal, Quebec. Info 416/363-9035.
DELAWARE SHORT TRACK
AMA/D-7. Seaford Speedway, Seaford. Info 302/629-6535 or 335-4386.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
● Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630 or 994-9494.
GEORGIA SUPERCROSS
● Riverside Supercross, Calhoun. Info 404/928-3053 or 629-4450.
GEORGIA SUPERCROSS
● Southern Supercross, Tunnel Hill. Info 404/397-2937.
ILLINOIS MOTOCROSS/
TT SCRAMBLES
AMA. Belleville Enduro Team, Belleville. Info 618/277-DIRT or 314/771-2531.
INDIANA HARE SCRAMBLES
AMA/D-15. Red Fox TNT, Lynnville. Info 812/985-9459.
INDIANA MOTOCROSS
D-12 & 15/Read's Racing Unlimited, Inc. Trojan Speedway, N. Webter. Info 219/594-2974 or 594-2649.
KANSAS SHORT TRACK
KORR C'ship Series. Wichita. Info 316/945-8221.
MISSOURI MOTOCROSS
Sprout Patch Competition, Inc. The Sprout Patch, Biillings. Info 417/744-2593.
NEVADA MOTOCROSS
Las Vegas Int'l Raceway, Las Vegas/Henderson. Info 702/365-1080.
OHIO MOTOCROSS
CRA. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OHIO SPEEDWAY
Bear Creek Speedway, south of Canton. Info 216/837-5694.
OHIO SHORT TRACK/TT

DOMINO'S PIZZA
Nobody Delivers Better.
PRESENTS THE 1990 FALL NATIONALS MOTOCROSS CHAMPIONSHIP SERIES
TOP COMPETITION BEST TRACKS
SUPER TROPHIES 30% ALL AMATEUR CLASSES
CLASSES FOR ALL
NMA SANCTIONED

SERIES EVENT NO.1 SUNDAY OCT. 14, 1990 SWAN MX PARK TYLER TEXAS
GRAND SPORTS P.O. BOX 540013 GRAND PRAIRIE TX. 75054-0013 214-660-6107

SERIES EVENT NO.2 SUNDAY OCT. 21, 1990 STRICTLY DIRT MX PARK OKLAHOMA CITY, OK.
STRICTLY DIRT 8525 SW 36TH TER. OKLAHOMA CITY, OK. 73179 PHONE 405-745-9237

SERIES EVENT NO.3 SAT. & SUN. OCT 27 & 28 1990 PONCA CITY MX PARK PONCA CITY, OK.
NMA 1709 FAIRWAY PL. PONCA CITY, OK. 74604 PHONE 405-762-3635

PLUS GREAT PRODUCT AWARDS FROM . . .
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JOJO FOR YOUR BOBO
Super B PERFORMANCE FUELS
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SUZUKI CONTINGENCY FOR SERIES
$18,400.00 TOTAL
ENTRY FORMS & INFO. 213-868-8112 714-855-1602

Who Will Be #1
Valvoline Racing
Plan Now To Attend the Final Race
CAMEL PRO
The Valvoline SACRAMENTO MILE
Saturday Night October 6
Order your tickets by calling (916) 924-2090

Cycle News Readers! The first to know!

CRC CALIFORNIA RACE SCHEDULE
100% PRO PAYBACK
Racing at LACR Every Friday Night MX
Sun. Sept. 16 MX Glen Helen
Sun. Sept. 23 MX LA County Raceway
Sun. Sept. 30 GP Glen Helen
Gremlin
Sun. Oct. 7 MX Perris
Next Vintage Race
Sun. Sept. 23 MX LA County Raceway
** Open Practice **
9am-2pm Every Sat. - LA County Raceway
CRC Info 805-272-8889

AMA
FROZEN OCEAN MOTO-X PARK, INC.
Auburn, New York
SEPTEMBER 30
MX - Dist. 3 - ATVs
MX Sign Up 7-9am
Race 10am
MX Info (315) 784-5466
Hare Scrambles
Sponsored by Dyno Port
Sign Up 7am
Race 11am
H.S. Info (315) 253-9631 (315) 784-5473

STEEL CITY

125/500

Ricky Johnson
Jean-Michel Bayle
Johnny O'Mara
Jeff Stanton
Damon Bradshaw
Ron Lechien
Guy Cooper
Jeff Ward
Tom Carson
Fred Andrews
Mike Jones

YOKOHAMA MX NATIONALS

AMA

$25,000 purse

DELMONT, PA.

Sun., Sept. 30 - Race 1 pm

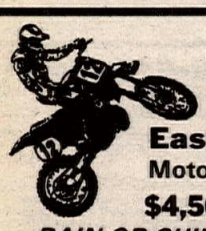
Sat., Sept. 29th - AMATEUR MX RACING

HOWARD JOHNSON Hotel—Monroeville

Practice 8 a.m. - Races 10 a.m.

WISECO Gear BT RACING

DIRECTIONS: 12 mi. east of PA Tpk on Rt. 22 near Delmont.
Rt. 66 north 3 mi., then right on Slickville Rd. half mi. approx.
INFORMATION: (304) 594-1157 - (412) 468-4786



I-40 MOTO-X

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East Tennessee's Best Night Supercross Track

Motorcycles and ATVs Lenoir City, TN I-40 Exit 364 (Hwy 95)

$4,500 TOTAL PURSE Trophies • Cash • Contingencies

RAIN OR SHINE
SATURDAY NIGHT
September 29
Double Points
!! Race !!
$25.00 Gift Certificate
To Class Winners!!
Skydiving Exhibition

PRO CLASSES			
125-250/Open		$200.00	1st Place
ATV Pros 100% Payback		$100.00	2nd Place
PRO PURSE Paid per Moto		$ 75.00	3rd Place
Sign Up	$30.00	$ 50.00	4th Place
		$ 25.00	5th Place
AMATEUR CLASSES			
Giant Trophies Thru 5th Place		Sign Up	3:00 to 6:00 pm
Sign Up	$15.00	Practice	at 6:00 pm
5 Trophies Per Class Guaranteed		Racing	at 7:00 pm

For more information: (615) 986-1617 Track
(615) 573-5425 or (615) 691-7531

14th Annual
KAWASAKI RACE OF CHAMPIONS
Raceway Park
Englishtown, NJ
OCTOBER 20-21
Make Your Plans Now!!
For more info: (201) 446-6331

DE ANZA CYCLE PARK
1990 RACE SCHEDULE
100% PRO PAYBACK
Sun. Sept. 16 DRC MX
No Membership Required
Sun. Sept. 23 DRC Stadium Cross
No Membership Required
Sun. Sept. 30 DRC MX
No Membership Required
Sun. Oct. 7 DRC MX
No Membership Required
Park is open 7 days a week for MX practice
& Open Trail riding 8:30 A.M. - 4:30 P.M.
MX TRACK IS PREPARED & WATERED
EVERY SAT. FOR PRACTICE 7:30 A.M. - 5:00 P.M.
Sunday gates open: 6:30 A.M.
Practice 8:30 A.M. • Race Start 9:30 A.M.
Info: (714) 242-5840

NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(714) 855-1602
(213) 868-8112
P.O. BOX 46
NORWALK, CA 90650
National Motosport Association

CMC
Continental Motosport Club
Trans Cal MX Nat'ls (South)
Fri., Sept. 14 Ascot
Sept., 15-16 Marysville
Sun., Sept. 30 Carlsbad Fall Finale. #1
Fri., Oct. 5 Ascot Fall Finale #2
CA (714) 261-6116

AFM ROAD RACING 1990
New 1991 Schedule
To Be Announced
P.O. Box 2088
Menlo Park, CA 94026
Info: (415) 796-7005

GFI/PERRIS RACEWAY
1990 SCHEDULE

Sat., Sept. 15	Rnd. 3 Fall Series (North)	Huron
Sat., Sept. 15	GFI Super Sat. MX	Perris Raceway
Sun., Sept. 16	Rnd. 3 Fall Series (South)	Perris Raceway
Sat., Sept. 22	GFI Super Sat. MX	Perris Raceway

(714) 788-5853

CALENDAR

Race 'em Chase 'em Promotions. Mathias Raceway, New Philadelphia. Info 216/833-8640.
OHIO MOTOCROSS
AMA/D-12 & 14/Glass City MC. Delta Motor Sports Park, Delta. Info 419/666-8413.
OHIO MOTOCROSS
• AMA/D-11. Dirt Country MX Park, Blanchester. Info 513/625-9987 or 791-8970.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
I-40 MX Race Park, Lenoir City. Info 615/573-5425.
TEXAS SHORT TRACK/TT
• Mike Kidd's Boyd Raceway, Boyd. Info 817/433-5587.

September 22-23

CALIFORNIA ROAD RACE
WERA Nat'l Endurance & Pro Series. Willow Springs Int'l Raceway, Rosamond. Info 803/681-9372.
CALIFORNIA HARE SCRAMBLES
Sunland Shamrocks MC Dual Hare Scrambles & Team Race. Searles Station, Red Mountain area. Info 805/272-9865 or 213/837-9401.
FLORIDA ROAD RACE
AMA/CCS Regional C'ship Series. Moroso Motorsport Park, W. Palm Beach. Info 407/793-3394 or 622-1400.
IDAHO SUPERCROSS
• SIRA/EIMA. Idaho State C'ship Series. Rupert Fairgrounds, Rupert. Info 208/678-5677.
ILLINOIS TRIALS
• AMA/NATC Nat'l C'ship Observed Trials. Cahokia Creek Dirt Riders. White City. Info 614/891-2425.
MICHIGAN MOTOCROSS
AMA/D-14. Moreland's MX Park, Stanton. Info 517/235-4105.
NEW YORK MOTOCROSS
AMA/NY State MX C'ships. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997.
OREGON ROAD RACE
OMRRA Series. NW Vintage Triple Crown/Sprints. Portland Int'l Raceway, Portland. Info 503/221-1487.
OREGON MOTOCROSS
MXNW Series. Albany MX, Albany. Info 503/928-4474.

September 23

ALABAMA ENDURO
SETRA C'ship Series/SERA Series/Birmingham Trails & Trials Club. Bama Bark Buster Enduro. Jemison. Info 912/882-6483 or 504/748-8693.
CALIFORNIA MOTOCROSS
• GFI South Fall Series, #4. Glen Helen OHV Park, San Bernardino. Info 714/788-5853.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA STADIUMCROSS
• DRC. DeAnza Cycle Park, Moreno Valley. Info 714/242-5840.
COLORADO ROAD RACE
MRA. Second Creek. Info 303/789-2429.
COLORADO MOTOCROSS
• Sports Riders Assn. of CO/Thunder Valley Promotions. Lakewood. Info 303/988-7722.
CONNECTICUT MOTOCROSS
NESC C'ship Series. Central Village. Info 413/772-0685.
FLORIDA SHORT TRACK
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
AMA/WorldSports. Gold Cup Race. MX of Marion County, Reddick. Info 904/591-2050 or 591-2377.
GEORGIA MOTOCROSS
Rough Riders MX, Rome. Info 404/295-1901 or 234-7561.
GEORGIA MOTOCROSS
AMA/Wings & Wheels. Bremen MX, Bremen. Info 404/941-8464 or 920-1033.
IDAHO MOTOCROSS
ID Centennial MX Series. Fossil Bowl, Clarkia. Info 208/245-3608.
INDIANA HARE SCRAMBLES
AMA Nat'l C'ship Series/IN/IL/KY Enduro Riders. Black Coal Nat'l. Lynnville. Info 812/423-2710.
KANSAS HARE SCRAMBLES
KORR C'ship 2-Man HS Series. Wichita. Info 316/945-8221.
MARYLAND MOTOCROSS
AMA/D-7 & 13. Budds Creek MX, Budds Creek. Info 301/475-2000.
MASSACHUSETTS ENDURO
NETRA C'ship Series. Mohawk Enduro. Adams. Info 203/875-5757.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, Coldwater. Info 517/522-4380.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
MISSISSIPPI MOTOCROSS
Mid-South MX Assn. Cedar Lake MX Park, Byhalia. Info 901/386-3256.
NEBRASKA MOTOCROSS
Cornhusker MX Circuit. Lincoln County Fairgrounds, North Platte. Info 308/532-6660.
NEVADA MOTOCROSS
• GFI North Fall Series, #4/NV Old Timers MX Assn. Fernley MX Park, Fernley. Info 702/358-1798.
NEW HAMPSHIRE TURKEY RUN
NETRA C'ship Series. Vintage Iron-Pre75, Allenstown. Info 203/875-5757.
NEW JERSEY MOTOCROSS
• AMA. Raceway Park, Englishtown. Info 201/446-6331.
NEW YORK SPEEDWAY
Champion Speedway, Owego. Info 607/723-2387.
NEW YORK SHORT TRACK
AMA. Electric City Riders MC, Schenectady. Info 518/399-4270 or 374-7979.
NORTH CAROLINA HARE SCRAMBLE
Smoky Mountain Inc. Brasstown. Info 704/837-8916.
NORTH CAROLINA MOTOCROSS
NAME Fall Series. Rolling Hills Cycle Park, Reidsville. Info 919/342-4492.
OHIO MOTOCROSS
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OHIO HARE SCRAMBLE
CRA. Team HS. Malvern MX Park, Malvern. Info 216/669-3504.
OHIO MOTOCROSS
• AMA/D-11. Season Finale. Kenworthy's GP Club, Troy. Info 513/335-4763.
OKLAHOMA CROSS COUNTRY
OCCRA Series. Lake Elgin, Lawton. Info 405/632-3370.
OREGON MOTOCROSS
MXNW Series. Clarks Branch MX, Roseburg. Info 503/673-1671.
PENNSYLVANIA HARE SCRAMBLES/MOTOCROSS
AMA/D-5/Racer Productions. D-5 State C'ship MX. High Point Raceway, Mt. Morris. Info 304/594-1157.
PENNSYLVANIA MOTOCROSS
AMA/D-6 & 7. Happy Rambler MC, Bonneville. Info 717/633-7708.
PENNSYLVANIA POKER RUN
AMA/D-6.. Schuylkill County MC, Schuylkill Haven. Info 717/385-1460.
PENNSYLVANIA POKER RUN
AMA/D-6. Thunderbird MC, Silver Spring. Info 717/898-0871.
PENNSYLVANIA POKER RUN
AMA/D-6. Delaware Valley BMW Riders, Danboro. Info 215/348-4136.
PENNSYLVANIA HILLCLIMB
AMA/D-6. Keystone Sportsmen MC, Honesdale. Info 717/729-7458.
PENNSYLVANIA DRAGS
AMA/D-6. Zinc City MC, Kresgeville. Info 215/681-4736.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6. Pagoda MC, Birdsboro. Info 215/582-3717.
TENNESSEE MOTOCROSS
AMA. Boyd's Creek MX, Sevierville. Info 615/453-8947 or 453-3995.
TEXAS ENDURO
TX State C'ship Series/Sabine Enduro Circuit/Trail Riders of Houston. Caney Creek Enduro, New Waverly. Info 409/722-7926 or 817/540-0094.
TEXAS CROSS COUNTRY
TCCRA. Whitney. Info 214/790-1221 or 259-2479.
VIRGINIA MOTOCROSS
AMA/D-13/T & M Racing. SME Raceway, Dillwyn. Info 919/473-5407.
WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids ORV, Richland. Info 509/837-3595.
WASHINGTON ENDURO
NMA Series. Skagit Webfoot Enduro, Mt. Vernon. Info 206/943-1559.

September 27

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

September 28

CALIFORNIA STADIUM MX
• CMC. MotoBowl. Sacramento raceway Park, Sacramento. Info 916/363-2653 or 363-2645.
CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA STADIUM MX
Cycleland Speedway, Chico. Info 916/342-0063.
DELAWARE SHORT TRACK/SUPERCROSS
• Seaford Speedway, Seaford. Info 302/629-6535 or 335-4386.
NORTH CAROLINA MOTOCROSS
• AMA. Wilkes County MX Park, Lenoir. Info 704/758-3242.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

September 28-30

CALIFORNIA RALLY
Mammoth Mountain Inn Rally. Concours Owners Group. Mammoth Lakes. Info 818/441-6701.

September 29

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
ARIZONA MOTOCROSS
• CMC. Phoenix Raceway, Phoenix. Info 602/944-2639.
CALIFORNIA HALF MILE
• AMA/Camel Pro Nat'l Dirt Track Series. Agajanian Enterprises. Ascot Park, Gardena. Info 213/321-5323.
CALIFORNIA RALLY
San Diego Antique MC. Show/Field Meet/Road Ride/Swap Meet. Del Mar Rac Track infield, Del Mar. Info 619/753--1-5 or 755-3424.
CALIFORNIA DESERT RACE
AMA/Fudpucker Racing Team. Superstition C'ship Series Plaster City Blast IV. Plast City East, El Centro. Info 619/427-5759.
CALIFORNIA SHORT TRACK
Dirt Sports Promotions. Carlsbad Raceway, Carlsbad. Info 619/489-5823.
CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
• GFI North Fall Series. Chowchilla Fairgrounds, Chowchilla. Info 209/673-8080.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA SUPERCROSS
• Riverside Supercross, Calhoun. Info 404/928-3053 or 629-4450.
GEORGIA MOTOCROSS
thunder Creek MX, High Falls. Info 912/994-6630 or 994-9494.
GEORGIA SUPERCROSS
• Southern Supercross, Tunnel Hill. Info 404/397-2937.
INDIANA MOTOCROSS
D-12 & 15/Read's Racing Unlimited. Trojan Speedway, North Webster. Info 219/594-2974 or 594-2649.
MINNESOTA SHORT TRACK
Omar's Gopher Racing. Montgomery Speedway, Montgomery. Info 612/593-1283.
OHIO MOTOCROSS
CRA. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OHIO MOTOCROSS
• AMA/D-11. Dirt Country MX Park, Blanchester. Info 513/625-9987 or 625-7350.
OHIO SPEEDWAY
Bear Creek Speedway, south of Canton. Info 216/837-5694.
OHIO TT SCRAMBLE
Deerfield Speedway, Deerfield. Info 216/584-8668.
OHIO SHORT TRACK
Track C'ship. Manfield MC clubgrounds, Mansfield. Info 419/529-6561.
OHIO SHORT TRACK
AMA/D-11. Grand Lake MC, Mendon. Info 419/795-4941.
PENNSYLVANIA SHORT TRACK
AMA/D-6/VDTRA. Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA MOTOCROSS
AMA/D-5/Bellco. Steel City Raceway, Delmont. Info 304/594-1157.
TENNESSEE MOTOCROSS
I-40 MX Race Park, Lenoir City. Info 615/573-5425.
TEXAS SHORT TRACK/TT
• Mike Kidd's Boyd Raceway, Boyd. Info 817/433-5587.

September 29-30

ALABAMA ROAD RACE
WERA Sprints. Talladega Gran Prix Raceway, Talladega. Info 205/362-6370 or 362-2113.
CALIFORNIA GRAND PRIX
AMA/D-37/Best of the West Series. 6th Annual Barstow GP. Prospectors MC, Barstow College, Barstow. Info 213/376-9279 or 818/332-1573.
CALIFORNIA OLYMPIAD
• CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA MOTOCROSS
N. CA OTHG MX Nat'ls. Chowchilla Fairgrounds, Chowchilla. Info 209/924-3006.
MICHIGAN MOTOCROSS
• AMA/D-14. Mustang Acres, Brighton. Info 313/229-9719.
MICHIGAN MOTOCROSS
MRA. Baja Acres, Millington. Info 517/871-3356.
NEVADA VINTAGE MX
NV OT MX Assn./OTHG Int'l MX Series. Fernley Park, Fernley. Info 702/358-1798.
NEW MEXICO DESERT RACE
NM Desert Racing Assn. MX & Sandia 100. Sandia Res., Albuquerque. Info 505/898-6606.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Sleepy Hollow MX, Fredericksburg. Info 717/273-1180 or 273-9212.
TEXAS DRAGS
• Dragbike! USA Nat'l C'ship Series. 10th Annual Lonestar Nat'ls. Houston Raceway Park, Houston. Info 315/735-1661.
UTAH HARE & HOUND
AMA Nat'l C'ship Series/USRA/Desert Foxes. Wendover. Info 801/544-0643 or 561-8849.
WASHINGTON MOTOCROSS
NMA Gold Cup Nat'ls. Richland.

Info 208/773-2956 or 667-8515.

September 30

CALIFORNIA MOTOCROSS
● GFI South Fall Series, #5. Perris Raceway, Perris. Info 209/673-8080.
CALIFORNIA MOTOCROSS
● DRC. DeAnza Cycle Park, Moreno Valley. Info 714/242-5840.
CALIFORNIA OFF ROAD
AMA/D-36/Mendocino Dirt Riders Assn. Off Road Poker Run. Cow Mountain ORV area, Ukiah. Info 707/485-8451 or 462-9786.
CALIFORNIA GRAND PRIX
● CRC Gremlin GP. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CANADA ROAD RACE
● CMRA. 6 Hr. Endurance. Race City Speedway, Calgary, Alberta. Info 403/277-8297.
COLORADO TRIALS
RMTA. Rock Creek. Info 303/841-2014.
COLORADO MOTOCROSS
● Sport Riders Assn. of CO/M & M Promotions. Aztec, Colorado Springs. Info 303/988-7722.
FLORIDA SCRAMBLES
Gator Scrambles. Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
Rough Riders MX, Rome. Info 404/295-1901 or 234-7561.
GEORGIA HARE SCRAMBLES
SETRA C'ship Series. Bremen MX, Bremen. Info 404/941-8464.
ILLINOIS DRAGS
AMRA All Harley Drag Race Series. Cordova Dragway, Cordova. Info 319/462-4605.
INDIANA MOTOCROSS
D-15. Tri State MC Club, Butler. Info 219/637-5416.
KENTUCKY HALF MILE
● AMA. HM & Harley-Davidson Fall Rally. W. Kentucky Fairgrounds, Paducah. Info 502/444-7593.
KENTUCKY HARE SCRAMBLES
Pendleton Co. MC Rec. Park, Gardnersville. Info 606/472-3442.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Southwick. Info 413/772-0685.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
MISSOURI HARE SCRAMBLES
MO H.S. Series. Flat River Grand Prix. Flat River. Info 314/427-1204.
NEBRASKA MOTOCROSS
● Cornhusker MX Circuit. Gibbon. Info 308/236-7672 or 234-5832.
NEVADA TRIALS
PITS C'ship Series. Moon Rocks Trial. Reno. Info 209/293-4768.
NEW MEXICO ENDURO
Prairie Dawgs MC/RMEC/High Plains Enduro Circuit. 31st Annual Mile High Enduro. Cloudcroft, Alamogordo. Info 505/434-1294.
NEW YORK SHORT TRACK
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/729-5395.
NEW YORK SPEEDWAY
Champion Speedway, Owego. Info 607/723-2387.
NEW YORK MOTOCROSS
WNYSC. Silvarole's MX Park, Batavia. Info 716/594-0482.
NEW YORK HARE SCRAMBLES
NY State HS Series. Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NORTH CAROLINA MOTOCROSS
NAME Fall C'ship Series. East Coast MX Park, New Bern. Info 919/633-6194.
OHIO MOTOCROSS
CRA. Amherst Meadowlarks, Amherst. Info 216/988-9100.
OHIO HARE SCRAMBLE
CRA. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OHIO POKER RUN
AMA/D-14/Glass City MC. Delta Motor Sports Park, Delta. Info 419/666-8413.
OHIO MOTOCROSS
● AMA/D-11. Honda Hills, Linnville. Info 1-800-EAT-DIRT.
OKLAHOMA ENDURO
Black-Jack Enduro Circuit. Stillwater. Info 405/340-7478.
PENNSYLVANIA SHORT TRACK
AMA/D-6. Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA HILLCLIMB
● AMA Nat'l C'ship Series. White Rose MC, Jefferson. Info 614/891-2425.
PENNSYLVANIA TRIALS
AMA/D-6. PA Trials Riders, Montoursville. Info 717/368-1718.
PENNSYLVANIA POKER RUN
AMA/D-6. Lebanon Valley MC, Lebanon. Info 717/272-6896.
PENNSYLVANIA POKER RUN
AMA/D-6. Road Winders MC, Trevose. Info 215/357-1534.
PENNSYLKVANIA POKER RUN
AMA/D-6. Waynesboro MC, Waynesbobo. Info 717/762-6102.
RHODE ISLAND ENDURO
AMA Nat'l C'ship Series/NETRA/ECEA/Rhody Rovers MC. Little Rhody Nat'l. W. Greenwich. Info 203/875-5757.
TENNESSEE MOTOCROSS
● Mega Series. Muddy Creek Raceway, Blountville. Info 615/323-5497.
TEXAS HARE SCRAMBLES
South Texas HS Series/DBSA. Sabanal. Info 512/438-7594.
UTAH HARE & HOUND
AMA Nat'l C'ship Series. Utah Desert Foxes, Wendover. Info 801/539-7618.
VIRGINIA HARE SCRAMBLES
VA C'ship HS Series. Briar Patch. Smith Mountain Riders, Penhook. Info 804/927-5970.
WASHINGTON OFF ROAD
NMA. PSER Shelton Valley ISDE. Shelton. Info 206/943-1559.
WASHINGTON MOTOCROSS
MXNW Series. Washougal MX, Washougal. Info 503/673-1671.

October 5

CALIFORNIA STADIUM MX
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA STADIUM MX
● CMC. Moto Bowl, Sacramento Raceway Park, Sacramento. Info 916/363-2653 or 363-2645.
CALIFORNIA SWAP MEET
Inter-Shows Motorsport Promotions. Orange County Fairgrounds, Costa Mesa. Info 714/364-0515.
DELAWARE SHORT TRACK/SUPERCROSS
● Seaford Speedway, Seaford. Info 302/629-6535 or 335-4386.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/479-3470.
TEXAS MOTOCROSS
● Mosier Valley MX Park, Euless. Info 817/540-0815.

October 6

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
CALIFORNIA MILE
● AMA/Camel Pro Nat'l Dirt Track Series. Cal-Expo Fairgrounds, Sacramento. Info 213/321-5323.
CALIFORNIA ANTIQUE SHOW/SWAP MEET
So. Cal. Chapter of AMC. El Camino Jr. College, Torrance. Info 213/325-6264.
CALIFORNIA MOTOCROSS
● GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
● Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA AX/SX/MX
Ventura Fairgrounds Raceway, Ventura. Info 805/656-1122.
CALIFORNIA SPEEDWAY
● Int'l Speedway US Nat'l C'ship. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA POKER RUN
Hollister Hills Off Road PR. Hollister Hills SVRA, Hollister. Info 408/637-3874 or 945-8838.
COLORADO MOTOCROSS
● Sports Riders Assn. of CO/Prairie Hills Promotions. Berthoud. Info 303/988-7722.
FLORIDA MOTOCROSS
● Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
● Southern Supercross, Tunnel Hill. Info 404/397-2937.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630 or 994-9494.
GEORGIA SUPERCROSS
● Riverside Supercross, Calhoun. Info 404/928-3053 or 629-4450.
INDIANA MOTOCROSS
Read's Racing Unlimited. Trojan Speedway, N. Webster. Info 219/594-2974 or 594-2649.
MICHIGAN MOTOCROSS
AMA/D-14/Bear Bottom Promotion. Brown City MX, Brown City. Info 313/395-2169.
MISSOURI MOTOCROSS
Sprout Patch Competition. The Sprout Patch, Billings. Info 417/744-2593.
OHIO MOTOCROSS
● AMA/D-11. Honda Hills, Linnville. Info 1-800-EAT-DIRT.
PENNSYLVANIA SHORT TRACK
AMA/D-6. Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
I-40 MX Race Park, Lenoir City. Info 615/691-7531 or 986-1617.
TEXAS SHORT TRACK/TT
● Mike Kidd's Boyd Raceway, Boyd. Info 817/433-5587.

October 6-7

CALIFORNIA TRIALS
ATA Observed Trials C'ship Series/VOTE. Gold Hill. Info 213/259-6631.
COLORADO HILLCLIMB
CMTRA Hillclimb Series. Colorado Springs. Info 719/630-1758.
FLORIDA DRAGS
● Dragbike! USA Nat'l C'ship Series. 13th Annual Florida Nat'ls. DeSoto Dragway, Bradenton. Info 315/735-1661.
INDIANA ROAD RACE
WERA Nat'l Endurance & Pro Series. Indianapolis Raceway Park, Clermont. Info 803/681-9372.
MICHIGAN MOTOCROSS
AMA/D-14. Moreland's MX Park, Stanton. Info 517/235-4105.
MICHIGAN MOTOCROSS
MRA. Baja Acres, Millington. Info 517/871-3356.
OHIO MOTOCROSS
AMA/D-12 & 14/Glass City MC. Delta Motor Sport Park, Delta. Info 419/666-8413.
OHIO SHORT TRACK
AMA/D-11. Grand Lake MC, Mendon. Info 419/795-4941.
OHIO TRAIL RIDE
ERA Nat'l Trail Ride. Vinton County Fairgrounds, McArthur. Info 614/444-9600.
TENNESSEE DRAGS
AMRA All-Harley Drag Race Series. Nat'l Finals. Clarksville Dragstrip, Clarksville. Info 708/250-0838.
TENNESSEE MOTOCROSS
I-40 MX Race Park, Lenoir City. Info 615/573-5425.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

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Location of event: _____

_____

City/Town: _____ State: _____

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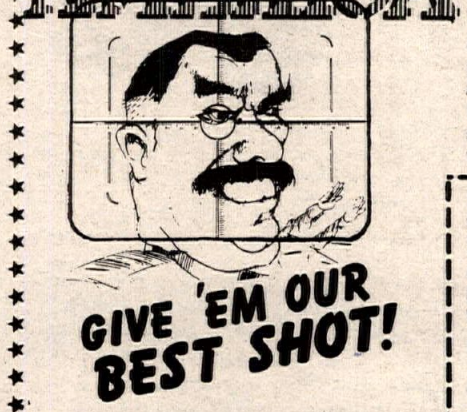
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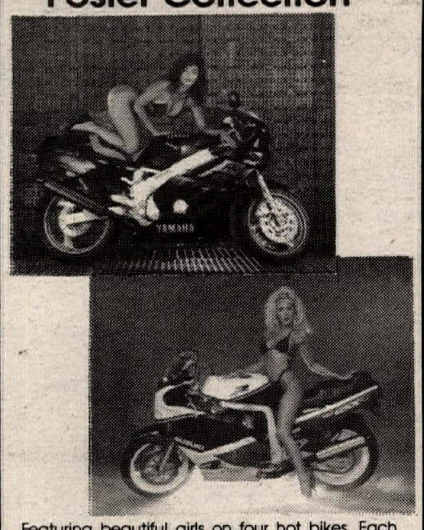

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RESULTS

Motocross
NESC
Southwick, MA
Aug. 26

125 EX	
Doug Henry	Yam
John Dowd	Kaw
Pat Barton	Suz
Bill Dzielak	Hon
Carlo Coen	Suz
200+ EX	
Pat Barton	Suz
Scott Carter	Suz
Randy McCann	Kaw
Jim Boschen	Kaw
Bill Dzielak	Hon
125 AM	
Dan Boone Jr.	Kaw
Larry Davis	Hon
Mike Hurley	Hon
Adam Dupont	Suz
John Barone Jr.	Hon
200 AM	
Brian Daly	Hon
John Derocher	Kaw
Doug Pitts	Kaw
Rory Eastman	Yam
Mike Hurley	Hon
OPEN AM	
Tom Dowd	Yam
Rory Eastman	Yam
Brian Daly	Hon
Mike Walsh	Kaw
Chris Kelly	Hon
85 BEG	
Adrian Colon	Kaw
Ben Asaff	Suz
Jason Boron	Yam
Steve Obey	Hon
Jack Keenan	
85 JR	
David Souza	Kaw
Chris Fiandaca	Suz
Matt Bishop	Kaw
Clint Rooney	Hon
Gerry Lashway	Kaw
85 SR	
Ed Lyons	Suz
Pat Outericky	Kaw
Larry Lashway	Kaw
125 YTH BEG	
Matt Bennett	Kaw
Darren Schwartz	Kaw
Greg Johnson	Hon
Tom Giles	Suz
Chris May	Kaw
125 YTH JR	
Austin Squires	Yam
Tom Violette	Kaw
Romand Garbacik	Hon
Mark Shea	Kaw
Ted Serpa	Kaw
125 YTH SR	
Jason Fowler	Kaw
Doug Conrad	Kaw
John Barone Jr.	Hon
Adam Dupont	Suz
Dan Boone Jr.	Kaw
VET 30-34	
Jim Meenan	Suz
David Clemence	Hon
J.B. Hopkins	Suz
Craig Seekins	Suz
Mike Walsh	Kaw
SR VET 35-39	
David Clemence	Hon
Dan Boone Sr.	Kaw
Ed Longacre	Yam
Gary Mikalson	Yam
Ron Vincent	Yam
40+ VET	
John Barone Sr.	Hon
Jim Simone	Kaw
Frank Lajeunesse	KTM
tom Navarro Sr.	Hon
Don Lachapelle	Yam
VET INT	
J.B. Hopkins	Suz
Mike Walsh	Hon
Steve Samal	Hon
Norm Hebert	Kaw
Chris Knuth	Hon
125 NOV	
Shad Wilson	Hon
Mike Bouchard	Hon
ScottLaning	Yam
Steve Berube	Hon
Craig Houston	Hon
250 NOV	
David Puffer	Suz
David Marvin	Hon
Jay Perry	Hon
Stuart Besser	Hon
Sean Brynes	Suz
OPEN NOV	
Anthony Stack	Yam
Craig Charron	Yam
Grant Schafner	Hon
Gary Beckman	Hon
Steve Moriarty	Hon

Motocross
NESC
Point Standings
as of Sept. 1
Greenfield, MA

85	
Ed Lyons	50
Chris Fiandaca	42
David Souza	38
Pat Outericky	38
Larry Lashway	36
85 BEG/JR	
David Souza	47
Chris Fiandaca	47
Matt Bishop	38
Clint Rooney	38
Gerry Lashway	31
Richard Rogers	31
85 12-14	
David Souza	47
Pat Outericky	47
Matt Bishop	40
Gerry Lashway	34
Richard Rogers	34
125 YTH	
Jason Fowler	76
Doug Conrad	73
Dan Boone Jr.	57
Adam Dupont	54
John Barone Jr.	47
125 YTH BEG/JR	
Austin Squires	72
Tom Violette	53
Roman Garbacik	53
Glen Labbe	51
Ted Serpa	42
Kevin Harrington	42
125 AM	
Jason Fowler	31
Doug Conrad	24
John Barone Jr.	24
Brian Austin	23
Dan Boone Jr.	17
Ron Tipple	17
200+ AM	
Tom Dowd	29
David Valle	28
Scott MacKenzie	21
Jeff Ferriera	20
J.B. Hopkins	20
125 EX	
Doug Henry	81
John Dowd	65
Bill Dzielak	59
Carlo Coen	56
Pat Barton	55
200+ EX	
Pat Barton	56
Doug Henry	52
Scott Carter	51
John Dowd	50
Randy McCann	47
SR VET	
David Clemence	81
Ron Vincent	60
Dan Boone Sr.	57
Gary Mikalson	54
Jim Satryb	53
40+ VET	
John Barone Sr.	73
Frank Lajeunesse	63
Lou Colon	49
Tom Navarro Sr.	48
Don Lachapelle	48
VET	
Jim Meenan	81
David Clemence	62
Craig Seekins	58
Mike Walsh	44
Richard Crooker	42
VET AM	
Mike Walsh	69
J.B. Hopkins	59
Norm Hebert	56
Chris Knuth	52
Jim Pare	51

Motocross
DeAnza Cycle Park
Sunnymead, CA
Sept. 2

250 INT	
Fred Nichols	Hon
250 PRO	
Travis Hodges	Suz
125 NOV	
Terry Beal	Hon
Jon Izworski	Kaw
Keith Evers	Suz
Steven Smith	Kaw
Tim Williams	Kaw
250 NOV	
Mike Sohrt	Suz
James Moreta	Hon
80 BEG	
Ryan Banford	Hon
John Sereiba	Hon
Matt Gepford	Yam
Joshua Fink	Kaw
Michael Cervantes	Kaw
250 BEG	
Mark Sandzimier	Suz
Steve Watson	Hon
Michael Hartman	Hon
Brian Mayfield	Hon
Mark Reyes	Kaw
125 BEG	
Lee Medlin	Kaw
Mike Rossi	Kaw
Max Nelson	Yam
Ken Bitterolf	Suz
Mike Mason	KTM
VET	
Don Vallier	Yam
Leo Saul	Cag
David Grestoso	Yam
Tim Williams	Kaw
Troy Morgan	Suz
VET INT	
George Wagner	Yam
VET EX	
Robin Nicholaides	Suz

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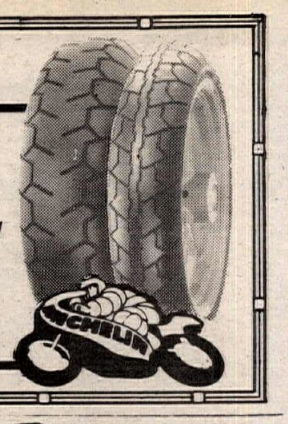

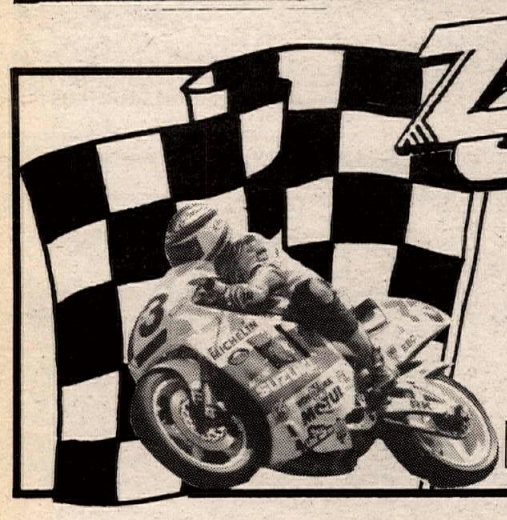

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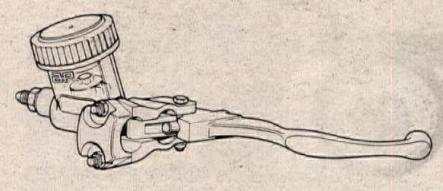

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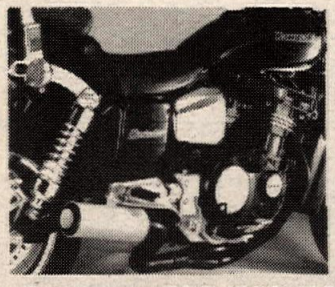

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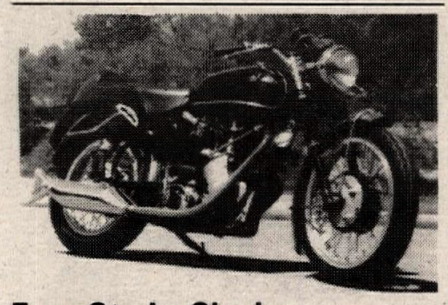

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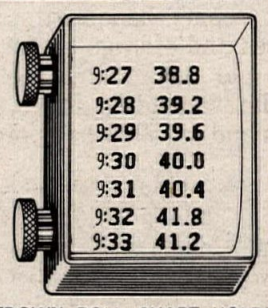

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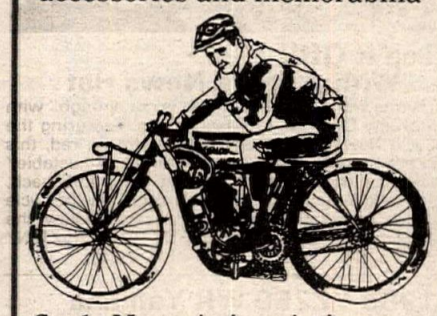

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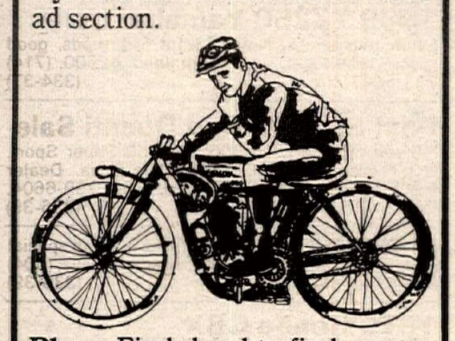

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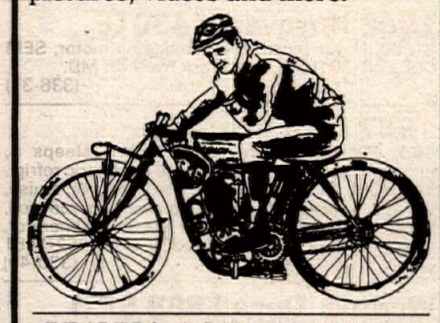

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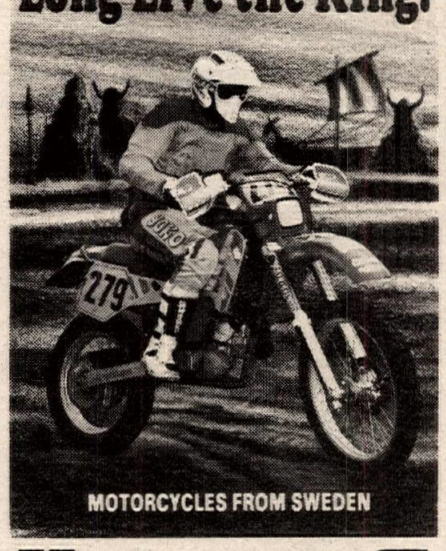

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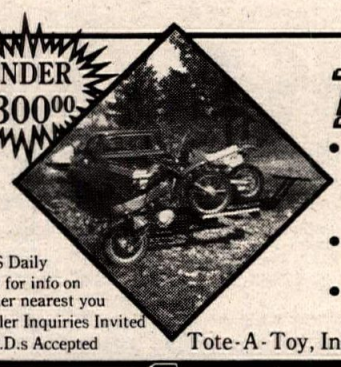

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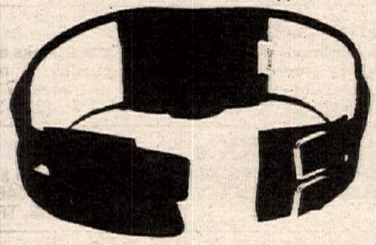

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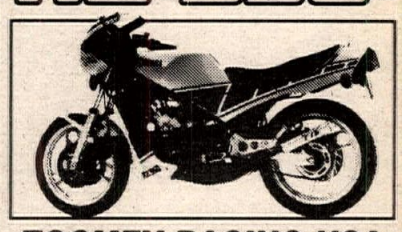

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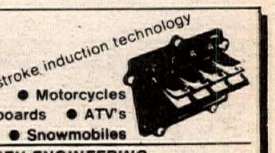

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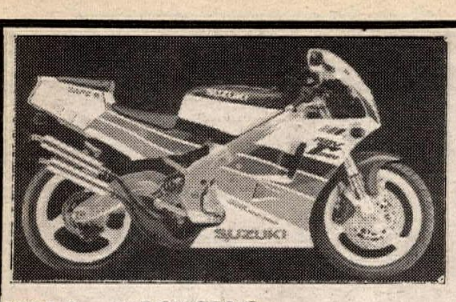

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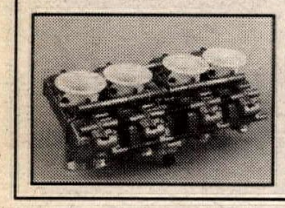

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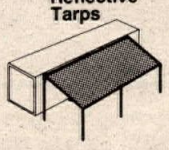

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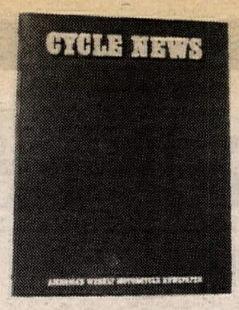

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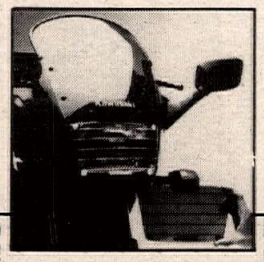

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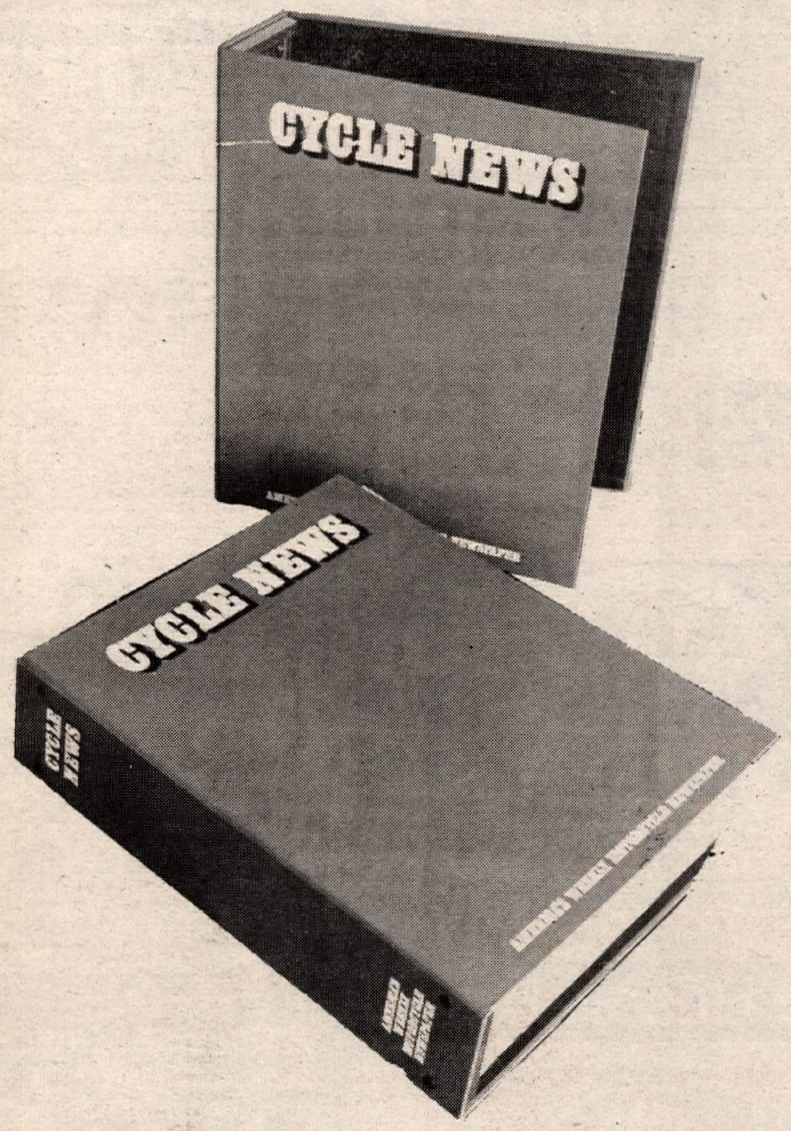

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RESULTS

Motocross
Motosports Park
Byron, IL
Aug. 12
By Don Hachmeister

+25
Mike Roth T-P
Rusty Ott T-P
Robert Edler KTM
Lars Nebergall Hon
Joel Hall Hon
+30
Ron Downen Tuf
Vic Paskus KTM
Dave Bensen Hon
Richard Popalowski Kaw
Jerry Jensen Yam
+40
Dave Harvey Hon
Ron George Kaw
Don Hachmeister Tuf
Loren Cook Hon
Brian McNamara Hon
125 A
Jim Randa T-P
Greg Randa T-P
John Sier Hon
Jack Lee T-P
Dave Berquist T-P
125 B
Jeff Faley Tuf
Mike Payne Suz
Robert Brink Suz
Dave Simnick Hon
Dave Hayes Hon
125 C
Jeremy Bardoner Tuf
Paul Moreno Hon
Brad Schmitt Kaw
Mike McDevitt Suz
Jim Jeffery Suz
125 JR
Tim Palka Suz
Brad Jerominski Suz
Joe Nackey Suz
Chris Hilkin Hon
Chris Saale Kaw
250 A
Junior Jackson Suz
John Sier Hon
Craig Noack Tuf
Ron Downen Tuf
Tim Filippi Kaw
250 B
Scott Williams Kaw
Dave Simnick Hon
Roy Nafzger Suz
Robert Radunz Suz
Dan Sewers Hon
250 C
Chad Gripp Hon
Mike McDevitt Suz
Jeff Stimac Kaw
William Burden Kaw
Chuck Lough Yam
80 JR
Brandon Bartz Kaw
Brad Flament Suz
Nick Holdcroft Hon
Nick Spierowski Suz
Justin Jerominski Kaw
80 SR
Jeremy Bardoner Tuf
Todd Mayer Suz
Matt Sprayer Hon
Tim Damron Hon
Nick Segal Kaw
OPEN
Greg Randa T-P
Mike Roth T-P
Dave Brill Kaw
Robert Edler KTM
Terry Chumbley KTM
VINT
Jeff Niesman Hon
Jason Dollas Yam
Ed Petersen Kaw
Sam Miuccio Yam
Brian McNamara Hon

Motocross
Moreland's MX Pk.
Stanton, MI
Aug. 25

250-OPEN C
Lonny Barber
Alan Burmstiester
Derick Zwiep
Paul Mapes
Brian Beyer
50 AUTO
Nicholas Vaughn
Troy Wilson
60
Jerry Smith
Bud Higley
80 7-11
Mathew Martin
LeRoy Magoon
80 12-15
John Kidd
Troy Harwood
Ahmad Owens
80 C
Joe Dubay
Jason Guernsey
Scott Alexander
Matthew Kenyon
Danny Murphy
125 JR
Brad Kress
Michel Kennedy
Andrew Retberg
John Putnam
Chad Miller
POOPED SCOOTER
Steve Stilgenbaun
WDS 30+
Scott Currie
Thomas Wilson
William Harris
Jerry Molt
James LaPaugh
WDS 40+
Frank Helms
Doug Hilderbrant
Ronald Sage
David Bigelow
Kenneth Varner
WDS 50+
Don Bannerman
Owen Hutchins
125 A
Brian Swink
Bob Mugan
Paul Dresback
Tommy Kirk
Jeremy Shellnut
125 B
Jody Addicutt
Eric Newton
Curtis Noon
John Putnam
Lee Anderson
250 B
Kevin Hilderbrant
Ryan Weatherby
Neil Hammerle
Richard Nelson
Phil Sawicki
OPEN
David Boes
Jerry Smith
125 C
Andrew Retberg
Doug Chaffee
Eric Henderson
Clayton Pendley
Devary Alvesteffer
250 A
Brian Swink
Robert Jenema
Tom Dequise
Tim Dalman

Motocross
Warrior MX Pk.
Warrior, AL
Aug. 25
By Gary Ross

JR MINI
Eric Elam Kaw
Blake DeWitt Suz
SR MINI
Steve Parrish Kaw
Jeremy Ballenger Kaw
125 C
Kevin Bevis Hon
Scott Stone Yam
Frank Spann Kaw
David Sparkman Yam
Hunter Carlise Kaw
250 B
Doug Hall Kaw
Benny Devaney Suz
Scott Jewell Yam
250 C
Bart Harkins Suz
Jason Godwin Suz
Tret Johnson Suz
David Butler Hon
Rick Fisher Ho
SR MEN
Max Gray Hon
Joey Bacchino Hon
Charlie Honeycutt Hon
Greg Redman Yam
89 & OLDER
Steve Parrish Kaw
Jay Warren Suz
Gary Farhey Kaw
Brian Duke Suz
Brian Porter Suz
MONEY RUN
Scott Jewell Yam
Doug Hall Kaw
Bennie Devaney Suz
Jason Godwin Suz
Frank Spann Kaw

Motocross
Cedarlake MX Pk.
Byhalia, MS
Aug. 26
By Melissa Harwell

0-60 MINI
Zack Pitts Kaw
Jamie Thompson Yam
Dallas Williams Yam
Brad Iley Suz
Chris Pullium Yam
80 JR
Paul James Hon
Demarco Guiden Hon
Kevin Clark Kaw
Brandon Taylor Yam
Jason Lipe Suz
80 SR
Joe Gurley Hon
Bradley Ballentine Kaw
Blake Mathis Yam
Brian Baker Kaw
Brian Lincoln Yam
80 OPEN
Joe Gurley Hon
Blake Mathis Yam
Dave Taylor Kaw
125 BEG
Danny Barkley Kaw
Perry Tomlinson Kaw
David Reed Hon
Clay Johnson Kaw
Paul Tomlinson Kaw
125 NOV
Keith Davis Yam
Winky Weathers Hon
Quinn Cain Suz
Farrell Parker Yam
Gary Crick Suz
125 INT
David Burnett Hon
Jason Sides Hon
Neal Raggett Hon
125 OPEN
Jason Sides Hon
David Burnett Hon
Ryan Gayhart Suz
125 EX
Tom Sawyer Kaw
250 BEG
Jeff Aikens Hon
Gary Reed Suz
Tommy London Suz
James Housewright Suz
Jeff Brown Hon
250 NOV
Neal Raggett Yam
Chris London Hon
Mike Lindsey Hon
Quinn Cain Suz
Allen Williams Hon
250 INT
Steve Childress Suz
Ronnie Ray Suz
David Burnett Hon
Fletcher Lamber Hus
Brooks Holcomb KTM
250 OPEN
Jason Sides Hon
Chris London Hon
Scott Blankenship Yam
Michael Bunker Hon
David Shands Suz
250 EX
Tom Sawyer Kaw
SR 25+
Ronnie Ray Suz
Neal Raggett Hon
Steve Childress Suz
Fletcher Lambert Hus
Brooks Holcomb KTM
SR 35+
Roger Walker Suz
Randy Shepard Suz
Steve Speights Yam
TRAIL/ENDR
Peter Hubbard Hon
Scott Parks Suz
Rip Sewell Kaw
Scott Blankenship Yam
Rodney Carter Hon

Short Track
Moreland's MX Pk.
Stanton, MI
Aug. 26

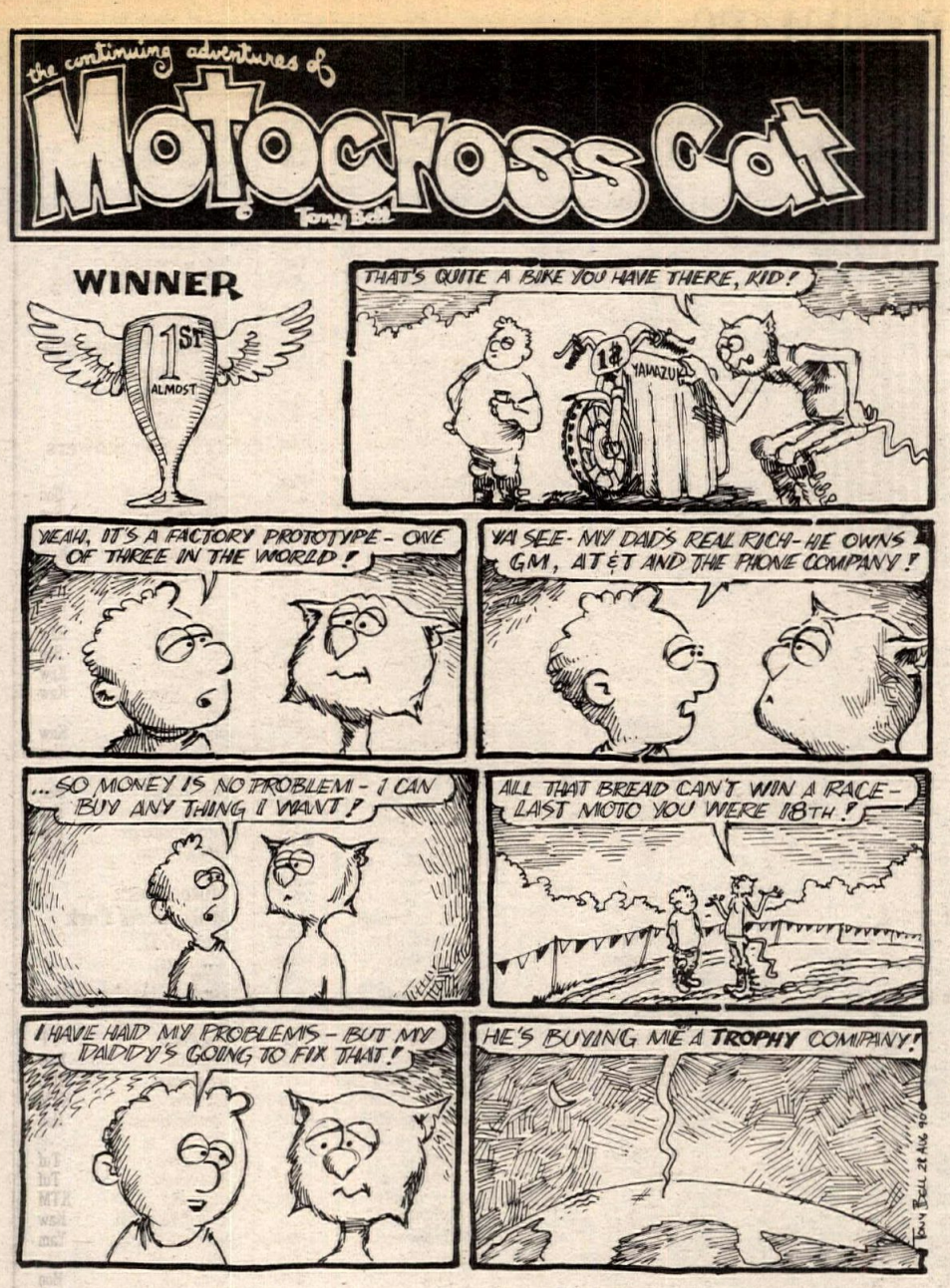
50
Brett Ponkey
Trevor Holloway
Steve Stordahl
Billy Humphries
Rocky Hitchcock
60
Brandon Rose
Scott Sargent
Mike Forro
Greg Vincent
Frankie Hitchcock
80
Jason Sentell
Jeffrey Randolph
Bryan Bigelow
Danny Vincent
Jason Arnott
101-200
Doug Billot
Christopher Anthes
Bryan Bigelow
Keith Farr
Michael Greer
201-250
Matt Schoonover
Doc Dranisma
Joe McCormick
Kipkops
Ryan Brown
251-400
Thomas Harper
Daniel Diener
Ross Robinson
Michael Putnan
Chris Stith
500 A
Rodney Mashue
John Warren
Ronald Forstner
Ken Springsteen
Nick Gunby
500 B
Matt Schoonover
Donald Dane Jr.
D. Kirk Bannerman
David Cunningham
Wade Roberts
OPEN
Dave Kolenda
Duane Stanick
Tracy Chaffee
Paul Kops
Don Bannerman
250 DTX
Doc Dranisha
Mark Hitchcock
Jason Hitchcock
SR 30-39
Rodney Nashue
Dave Kolenda
Thomas Cummings
Mark Davidson
Ken McConnell
S/SR 40+
John Warren
Robert Watson
Don Bannerman
Doug Lawrence Jr.
Ricky Gunby

Motocross
Central Mississippi
MX Assoc.
Pearl, MS
Aug. 26
By Luther Stowers

BEG
Brandon LeBoeuf Hon
Scott Foutch Suz
Adam Fastoff Suz
Mark Mihailoff Kaw
Terry Tynes Kaw
SR
Mark Lowry Kaw
Jeff Caldwell Kaw
Scott Foutch Hon
Robbie Davis Kaw
Randy Dawson Kaw
125 INT
Johnny Overby Kaw
Benjie Landers Hon
EX
Chad Montero Hon
C. Scott Chesser Hon
Barry Weinberger Hon
Kenny Guiteau Kaw

Motocross
Motosports Park
Byron, IL
Aug. 26
By Don Hachmeister

+25
Greg Randa T-P
Dave Brill Kaw
Dave Bensen Hon
Rob Edler KTM
Tom McShane Hon
+30
Ron Downen Tuf
Brad Nordlof Tuf
Vic Paskus KTM
Richard Poplowski Kaw
Jerry Jensen Yam
+40
Loren Cook Hon
Don Hachmeister Tuf
Dave Harvey Hon
Ron George Kaw
Don Bolden Suz
125 A
Junior Jackson Suz
Jim Randa Suz
Craig Noack Tuf
Greg Randa Hon
Brian Battaglia Suz
125 B
Jeff Faley Tuf
Roy Nafzger Suz
Guy Mattson T-P
Mike Payne T-P
BradJerominski Suz
125 C
Justin Lillibridge Hon
Mike McDivitt Suz
Greg Rylee Tuf
Mike Posdal Hon
Everett Dahlberg Hon
125 JR
Brad Jerominski Suz
Greg Rylee Tuf
Tod Foster Suz
Brandon Downard Hon
Shawn Tilden Hon
250 A
Junior Jackson Suz
Jim Randa T-P
Craig Noack Tuf
Dave Simnick Hon
Chris George Kaw
250 C
Mike Wolfe Hon
Larry Smith Hon
Steve Blaylock Hon
Dave Degelan Suz
Shelby Vaugh Hon
60
Justin Guthrie Kaw
Brandon Bartz Kaw
Brandon Roberts Kaw
Jeff McIntyre Kaw
Brian Flament Suz
80 JR
Justin Guthrie Kaw
Nick Spierowski Suz
Nick Holdcraft Hon
Brandon Roberts Suz
Brandon Bartz Kaw
80 SR
Jeremy Bardoner Tuf
Tod Mayer Hon
Mat Spayerh
Tim Damren Hon
Jim Lackowski Suz
OPEN
Dave Brill Kaw
Geoff Mellinger KTM
Gary Nawrot Hon
Terry Chumbley KTM
VINT
Jason Dollas Yam
Jeff Niesman Hon
Sam Miuccio Yam
Ed Petersen Kaw
Greg Reynolds Mai



RESULTS

Motocross
Green's MX
Disputanta, VA
Sept. 2
By Caryl Pigg

125 A	
Todd Wolfe	Suz
Jamie Frazier	Hon
Robert McWhorter	Suz
Allen Painter	Hon
Kalen Bunch	Hon
OPEN A	
Mickey Pentoney	Kaw
Rick Saunders	Hon
Jedd Mercer	Hon
Joseph Marini	Hon
Todd Webster	Hon
250 A	
Mickey Pentoney	Kaw
Todd Wolfe	Suz
John Morfit	Kaw
Michael Morgan	Yam
Kevin Epps	Suz
50	
Jimmy Hensel	
60	
Michael Ford	Kaw
Brandon Raymond	Kaw
Jeff Day	Kaw
JR MINI	
Ashley Bruce	Kaw
Neil Shelor	Hon
Michael Ford	Kaw
SR MINI	
Shawn Schultz	Kaw
Ian Fortune	Hon
Jason Sprague	
Myles Scarno	Suz
Gary Denges	Hon
250 B	
Andrew Williams	Kaw
Brian Nast	Kaw
John Harold	Hon
Kenan Kidd	Kaw
Keith Kerr	Kaw
250 C	
Doug Merriman	Hon
Greg Voell	Hon
Chris O'Hara	Hon
Mark Foldenover	Hon
Jeff Pritchard	Kaw
OPEN B	
Martin Griffin	Hon
Pat Sullivan	Hon
Pierce Thorpe	Kaw
25+ A	
Sonny Mitchell	Kaw
Billy Martin	Hon
Rick Saunders	Hon
Allen Painter	Hon
Kevin Epps	Suz
25+ B	
John Harold	Hon
Greg Voell	Hon
Mark Foldenover	
125 B	
Tres Bruce	Kaw
Rob Herndron	Hon
James Pfigenmayer	Yam
Kelly Hill	Suz
Jason Faulkner	Hon
125 C	
Matt Wells	Hon
Brad Crouch	Yam
Eddy Valverde	Kaw
Dennis Burnett	Yam
Ronald Rose	Yam
SR A	
A.C. Bruce	Hon
Jedd Mercer	Hon
Greg Boutwell	Suz
Alan Kocotas	Hon
Michael Morgan	
SR B	
John Kirk	Hon
George Raymond	Kaw
Bobby Mason	Kaw
Pat Sullivan	Hon
Anthony Boia	Hon
S/SR +	
Mike Keane	Kaw
Dave Frost	Kaw

Motocross
Carlsbad Raceway
Carlsbad, CA
Aug. 25
By Robert Failing

80 BEG	
Brian Rodriguez	Suz
Manny Arias	Yam
Ben Mall	Kaw
Brian Hamzey	Suz
Doug Sahm	Suz
125 BEG	
David Jenkins	Suz
Charles Simpson	Yam
Robert Harrison	Suz
Brent Van Zuyen	Yam
Tom Wallin	Hon
250 BEG	
Dustin Northrip	Hon
Les Simmons	Suz
John Tookey	Kaw
Paul Armour	Kaw
Lyle Maness	Suz
500 BEG	
Dan Campbell	Hon
James Orndorf	Kaw
Chuck Caston	Hon
25-29 BEG	
Brent Bohlken	Hon
Danny Boyle	Kaw
Tamyra Tracy	Hon
Becky Kukla	Kaw
Kevin Crowther	Hon
VET BEG	
John Tookey	Kaw
Ed Holmes	Suz
Bruce Forinash	Yam
BillJaeger	Hon
OT BEG	
Frank Derby	Yam
80 JR	
John Conrad	Yam
125 JR	
Shay Fretwell	Suz
Michael Napoli	Hon
Ty Kady	Kaw
Scott Highland	Suz
Robert Praytherr	Yam
250 JR	
James Moreta	Hon
Greg Giddings	Kaw
Mike Pillsbury	Yam
Jeff Robson	Hon
Wolfgang Krogman	Hon
500 JR	
Jon Neill	Hon
Todd Freistat	Hon
Ted Kukla	Kaw
Eric Christiansen	Hon
Rick Landger	Hon
BOMBER	
Robert Failing	Yam
25-29 JR	
Russell McSpedden	Kaw
Chris Jackson	Hon
VET JR	
Ray Pisarski	Hon
Aldon Colby	Hon
Michael Landegent	Hon
Curtis Jablonski	Hon
Gary Shoemaker	Yam
OT JR	
Chuck Caston	Hon
Mike Stell	KTM
80 INT	
Ty Kady	Kaw
Larry Linkogle	Kaw
125 INT	
Timmy Staufenbeil	Hon
250 INT	
Brian Beach	Hon
Tony Moreeta	Kaw
Ulf Johansson	Hon
Mike Ulrich	Hon
500 INT	
Robert Failing	Hon
VET INT	
Jim Beaty	Hon
Daniel Davalos	Hon
Rick Richards	Kaw
Frank Steiner	Yam
Ted Kukla	Kaw
OT INT	
Bill Malone	Hon
Ira Meiberger	Hon
VET EX	
Robert Failing	Hon
Dale Andersen	Hon
Craig Breihan	KTM
OT EX	
Alan Olson	Yam
Tom White	Hon
Mike Collins	Hon
Bengt Johansson	Hon
Tim Daily	Yam
250 PRO	
Ian Fitz-Gibbon	Hon
Robert Weber	Suz
500 PRO	
Craig Davis	Hon
VET PRO	
Marty Smith	Kaw
Mike Tripes	Kaw
Grant Palenske	Yam
Ron Lawson	Hon
Marc Crosby	Yam

Send results of races ASAP after the event to: Results, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten or printed legibly, and include the type of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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